

CITY OF VANCOUVER  
REGULAR COUNCIL MEETING

A Regular meeting of the Council of the City of Vancouver was held on Tuesday, May 30, 1972, in the Council Chamber, at approximately 9:30 a.m.

- PRESENT His Worship the Mayor  
Aldermen Adams, Bird, Calder, Hardwick, Linnell,  
Phillips, Rankin and Sweeney
- ABSENT Alderman Broome (Civic Business)  
Alderman Wilson (Civic Business)
- CLERK TO THE COUNCIL R. Thompson

PRAYER The proceedings in the Council Chamber were opened with prayer.

'IN CAMERA' MEETING

The Council agreed to an 'In Camera' meeting later this day.

ADOPTION OF MINUTES

MOVED by Alderman Sweeney,  
SECONDED by Alderman Bird,  
THAT the Minutes of the Special Council meeting re Court of Revision dated May 11, 1972, be adopted.  
  
- CARRIED

MOVED by Alderman Bird,  
SECONDED by Alderman Adams,  
THAT the Minutes of the Regular Council meeting (including 'In Camera'), dated May 16, 1972, be adopted.  
  
- CARRIED

COMMITTEE OF THE WHOLE

MOVED by Alderman Sweeney,  
SECONDED by Alderman Linnell,  
THAT the Council resolve itself into Committee of the Whole, His Worship the Mayor in the Chair.  
  
- CARRIED

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REPORT REFERENCE AND BOARD OF ADMINISTRATION REPORTSProperty Exchanges Pursuant to Agreement  
with B.C. Hydro and Power Authority

The Supervisor of Property and Insurance explained details set out in the Board of Administration report of May 26, 1972 in the matter of property exchanges pursuant to agreement with the B.C. Hydro and Power Authority, which report is quoted below.

'The Supervisor of Property and Insurance reports as follows:-

"Reference is made to (Confidential) Board of Administration report of November 25th, 1968, adopted by Council (In Camera) on November 26th, 1968, wherein certain lands and rights of way were declared surplus to City requirement and authority was given to enter into an agreement with the B. C. Hydro & Power Authority in accordance with the terms set forth in the report.

This report dealt with the area generally bounded by Taylor Street and the Columbia-Quebec Connector and from Keefer Street southerly to False Creek. Most of this land is owned by B.C. Hydro & Power Authority, being Hydro's Railway Yard and Industrial Complex in the N.E. part of False Creek.

The City's programme for the filling of the North Arm of False Creek, the development of the Columbia-Quebec Connector and the construction of the new Georgia Viaduct, all affect B.C. Hydro's lands and necessitate obtaining the necessary consents and rights of way etc.

It should be pointed out that the City and B.C. Hydro entered into an agreement in 1964 whereby B.C. Hydro surrendered their Riparian Rights on the north arm of False Creek thereby allowing the City to fill the bed of the Creek for the construction of the Columbia-Quebec Connector. In return the land surplus to the City's requirements on the west side of the new roadway created would be conveyed to the B.C. Hydro at the square foot market value of industrial sites in the area without taking into consideration that it is fronting the new roadway.

Upon completion of the City's works, there would be certain land areas surplus to the City requirements and certain existing rights of way which the City is in a position to abandon; and which the Hydro Authority in turn, are interested in obtaining.

Under the agreement authorized by Council (In Camera) on November 26th, 1968, and executed by B.C. Hydro & Power Authority on August 10th, 1970, the land areas and rights of way involved were set out, as well as a formula for determining the value of the respective interests, such formula generally establishing the methods of exchange as reasonable market value.

With the completion of construction of the two new Viaduct structures and the demolition of the Old Georgia Viaduct, it is now possible to complete most of the land and right of way transactions. In this regard, the Property & Insurance Office has been negotiating with B.C. Hydro & Power Authority and subject to Council's confirmation, made the following proposals to the Authority as representing realistic square foot rates applicable to each party for land and right of way transfers. The square foot areas set out below were calculated by scaling plans and are subject to revision upon completion of a survey by the Survey Branch of the City.

City owned land or rights of way to be conveyed or released to the Authority listed by paragraph and sub section of the agreement:

REPORT REFERENCE AND BOARD OF ADMINISTRATION REPORTS (continued)Property Exchanges Pursuant to Agreement  
with B.C. Hydro & Power Authority (cont'd)

1.	(a)	Lot 9 and portion of Georgia Street 22,651 sq. ft. @ \$4.00 per sq. ft.	\$ 90,604.00
1.	(b)	Carrall Street Right of Way 120,733 sq. ft. @ 50¢ per sq. ft. (representing air rights valued at 20% of the estimated market value of \$2.50 per sq. ft.)	\$60,365.00
		Estimated Pier Area (if a Viaduct had been constructed) 949 sq. ft. @ \$2.50 per sq.ft.	\$ 2,375.00
1.	(c)	Carrall Street End 5,577 sq.ft. @ \$4.00 per sq. ft.	\$22,310.00
1.	(d)	Old Georgia Viaduct Right of Way 59,345 sq. ft. @ 50¢ per sq. ft. (representing air rights valued at 20% of the estimated market value of \$2.50 per sq. ft.)	\$29,350.00
		Pier Area 639 sq. ft. @ \$2.50 per sq. ft.	\$ 1,600.00
2.	(2)	Portion adjoining Columbia-Quebec Connector (Coloured brown on the land plan) 50,600 sq. ft. @ \$2.50 per sq.ft.	\$126,500.00
3.		Portions adjoining Columbia-Quebec Connector (Coloured blue on the land plan) 40,140 sq. ft. @ \$2.50 per sq. ft.	\$100,350.00
		At corner of Keefer Street 16,500 sq. ft. @ \$5.00 per sq.ft.	<u>\$ 82,500.00</u>
		TOTAL	<u><u>\$515,954.00</u></u>

Section 2 (1) (a), (b) and (c), (coloured purple on the land plan) are considered to be an exchange for that parcel mentioned in 2 (1), (c), (i), (coloured yellow on the land plan), all being Railway Rights of Way.

B.C. Hydro land or Rights of Way to be conveyed to the City:

Section 5	Georgia Viaduct Replacement Rights of Way 115,242 sq. ft. @ 50¢ per sq. ft. (representing air rights valued at 20% of the estimated market value of \$2.50 per sq. ft.)	\$ 57,620.00
	Pier area 908 sq. ft. @ \$2.50 per sq. ft.	\$ 2,270.00
	Damage to remainder in the area between the rights of way where the bridges are 90' or less apart to new property line 41,846 sq. ft. \$2.50 per sq. ft. x 15%	\$ 15,692.00

REPORT REFERENCE AND BOARD OF ADMINISTRATION REPORTS (continued)

Property Exchanges Pursuant to Agreement  
with B.C. Hydro & Power Authority (cont'd)

5 (iii)	Rights of Way for new bridges over what is now City land adjoining Columbia-Quebec (hatched in blue on the land plan) 9,477 sq. ft. @ 50¢ per sq. ft. (representing air rights valued at 20% of the estimated market value of \$2.50 per sq. ft.)	\$ 4,738.00
6 (a)	S.W. Corner Columbia and Keefer Streets (hatched in red on the land plan) 7,500 sq. ft. @ \$5.00 per sq. ft.	\$ 37,500.00
	TOTAL	<u>\$117,820.00</u>
Total of Rights to be conveyed to		
	B. C. Hydro .....	\$515,954.00
Total of Rights to be conveyed to		
	City of Vancouver .....	<u>\$117,820.00</u>
	B. C. Hydro to pay City .....	<u><u>\$398,134.00</u></u>
ROUNDED TO: <u>\$400,000.00</u>		

Paragraph 3 and Paragraph 6 (a) being the Southeast and Southwest corners of Keefer Street and the Columbia-Quebec Connector could be varied depending on the final alignment chosen for the Pender-Keefer Diversion at this intersection.

By letter dated January 4th, 1972, the Authority stated that they could not agree to all the square foot rates as shown above. The primary reason was the valuation of the Air Rights. Whereas the City valuation attributed 20% of the value to Air Rights, in this instance, Hydro felt the value of the Air Rights should be approximately 50% of the total value of the New Viaduct's Rights-of-Way. This did not create an insurmountable problem as both sides were disposing of and acquiring Air Rights of similar areas and, therefore, neither party was required to adopt a rigid position.

The Authority, by their letter of January 4th, offered to recommend to their Executive Management Committee, "that the parties agree to a lump sum difference of \$400,000.00 as being the net amount payable to the City on the basis of the square foot areas set forth, with a proviso that in the event that, on the basis of surveys, the excess of the total number of square feet of land and right-of-way in respect of which money is payable to the City over the total number of square feet of land and right-of-way in respect of which money is payable to B. C. Hydro varies by more than five per cent from 142,161 (being the amount of the said excess according to the areas as set forth), then the above-mentioned sum of \$400,000.00 would be adjusted in accordance with the total variation by an amount to be agreed upon by the parties, or in default of agreement to be settled by arbitration."

B. C. Hydro are anxious to complete these exchanges and acquisitions but realize that they cannot be completed pending the final alignment of the Columbia-Quebec Connector at Keefer Street. The City Engineer on October 5th, 1971, reported to Council on the "Traffic Implications Gastown/Chinatown Restoration Study." Council selected Plan "G" and referred it back for modifications. The Engineer expects to resubmit Plan "G" with modifications to Council within the next few months, after studying the implications of these modifications, including the effects on the B. C. Hydro property which is occupied by a long term lessee. The exchanges of the railway rights-of-way on False Creek have been held up pending the completion of Deeks-LaFarge Conveyor and the filling of the Columbia-Quebec Connector to Terminal Avenue. The latter is expected to be completed this Fall.

REPORT REFERENCE AND BOARD OF ADMINISTRATION REPORTS (continued)

Property Exchanges Pursuant to Agreement  
with B.C. Hydro & Power Authority (cont'd)

It is proposed to B. C. Hydro, by letter dated February 28th, 1972, that all exchanges, with the exception of those mentioned in the preceding paragraph, be made as of May 1st, 1972, if the Authority would agree to pay \$300,000.00 at that time. The balance to be paid as the other properties become available and are conveyed, and as indicated above this should be prior to the end of the current year.

B. C. Hydro & Power Authority, by letter dated March 22nd, 1972, state that their Executive Management Committee has now approved the basis of settlement as outlined in their letter of January 4th, 1972, and the City's letter of February 28th, 1972.

B. C. Hydro has now been notified that it would not be possible to complete the necessary survey and documentation by May 1st, 1972, and have agreed to extending the date of exchange to June 15th, 1972.

RECOMMENDED that authority be granted for the completion of the land and right-of-way transactions contained in the agreement dated August 10th, 1970, conditional upon payment by B. C. Hydro and Power Authority to the City of the sum of \$400,000.00 on the terms and conditions outlined above."

Your Board

RECOMMENDS the foregoing recommendation of the Supervisor of Property and Insurance be adopted.'

MOVED by Alderman Phillips,

THAT the recommendation of the Board of Administration and the Supervisor of Property and Insurance be adopted as contained in the above Board report, subject to such date adjustments as may be necessary due to the current strike situation.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS

1. Pacific National Exhibition -  
Traffic Access and Parking

Council considered the following Board of Administration report dated May 12, 1972 respecting traffic access and parking re the Pacific National Exhibition.

' The City Engineer reports as follows:

"In August, 1971, Council considered a report of the City Engineer and Director of Planning (attached) which dealt with the recommendations put forward in a report prepared by N.D. Lea and Associates on improvements to the traffic access and parking problems at the P.N.E. Grounds. At that time  
4 Council referred some of the consultant's recommendations to the Standing Committee on Planning and Development and other recommendations directly to the P.N.E. for consideration and/or implementation.

This report discusses certain recommendations and sets out the action taken on the remaining recommendations.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

1. Pacific National Exhibition -  
Traffic Access and Parking (cont'd)

1. IMPROVED GATES

The N.D. Lea report recommends that all access points be improved to give a higher standard of ingress and egress, better identification, more capacity, and a more attractive visual entrance to the P.N.E.

When dealing with the report last year Council referred this item to the City Engineer and P.N.E. officials for more detailed examination of each entrance with respect to feasibility and costs.

The consultant's report points out that the capacity of the gates is limited by the capacity of the surrounding streets, and suggests that in order to encourage fuller use of the on-site parking facilities by increasing the gate capacity, a number of entrances require certain physical improvements and some residential streets would have to be used for egress from the P.N.E. area.

Entrance Improvement

With respect to entrance improvements the modifications agreed to by the P.N.E. officials and the City Engineer include widening some entrances and relocating and providing some additional ticket booths to provide greater entrance capacity and more off-street queuing space; improved turning swaths; local street widening to provide for some queuing; improved entrance lighting; improved signing; general improvement in appearance; and the construction of an additional gate (#17) on Hastings Street.

The attached table shows the work to be done at each gate, and a breakdown of costs. The total estimated cost for gate improvements is \$85,500. The P.N.E. has budgeted for the cost of work out to the property line (\$53,500) and are asking the City to assume the cost of the work within the street allowance which is \$32,000, as shown in the attached table. All of the work within the street allowance is exclusively related to improving the ingress and egress to the P.N.E. parking. In major developments, where improvements are necessary for the exclusive benefit of the abutting development, the costs of the improvements have been borne by the abutting development.

The matter of the City assuming this cost, therefore, is put forward for Council's consideration. Funds for this work could be provided in the Streets Capital Fund, Appropriation No. 147/7916 'Miscellaneous Projects - Unallocated'.

Exit Arrangements

With respect to exiting from major events the report specifically proposes the dispersal of traffic along Pandora Dundas and Cambridge Streets to the west, Cambridge and Triumph Streets to the east, and Windermere Street to the south. These streets are now being used in varying degrees for dispersing traffic, including P.N.E. patrons who now park on residential streets rather than on-site. Under the N.D. Lea proposal, this use would be formalized, and it is anticipated that although there would be more intensive traffic on these local streets after an event, it is expected that the extra capacity provided would shorten the duration of heavier traffic flow.

This use of local streets for exiting from major events is drawn to Council's attention specifically because some concern has been expressed by local residents on this matter. In weighing the effect of this traffic on local residents against the need to encourage the full use of the P.N.E. off-street parking, it is the Department's view that this dispersal arrangement should be adopted.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

1. Pacific National Exhibition -  
Traffic Access and Parking (cont'd)

Traffic arriving at the grounds before an event is generally spread over a longer period than the sudden peak during exit conditions, and, therefore, residential streets are not generally needed to the same extent for entering vehicles. The exception to this is Windermere Street, which can provide additional capacity as an entrance route to some events with the assistance of the recently installed traffic signal on Hastings Street. While the Pender/Windermere routing is used for access to the parking lots south of Hastings Street now, direct access to Gate #15 from Windermere Street will introduce more traffic on these residential streets. Despite the detrimental effect of this traffic on the local neighbourhood, access to Gate #15 via Windermere Street for Coliseum events will encourage greater use of the on-site parking, which is the main objective of these arrangements.

With respect to minimizing car traffic by greater transit usage it is noted that the N.D. Lea report examines the modal split of patrons attending events at the P.N.E. Only 5 to 10% of patrons arrive by transit, despite the reasonably good level of bus service, and the report does not suggest that a significant change in this pattern is likely. It does recommend, however, a concerted publicity effort be made to publicize the use and attractiveness of transit to the P.N.E.

2. IMPROVED PARKING FACILITIES

The N.D. Lea report recommends that parking areas on the grounds be made more attractive by paving and improving their layout, by improved circulation roads on-site, and by increasing their total capacity from 7,000 to 8,000 spaces. This increase in parking will keep the number of days on which there is a deficiency of on-site parking close to the present level, despite the increased parking demand over the next 10 years. When dealing with the report last year Council deferred this matter for consideration at the Standing Committee on Planning & Development.

A number of these recommended improvements are being carried out by the P.N.E. this year. Although approximately half of these additional parking spaces would be provided in the central area Directors of the P.N.E. have indicated that at present the future of the central area is not under consideration. However, this must be considered when relating the proposed changes to reduced on-street parking.

The 1965 development plan of the P.N.E. proposed to improve the central area with more pedestrian-related uses connecting the surrounding buildings. The 1965 plan also assumed retention of many of the existing central parking spaces for non-fair periods. Now that the inclusion of a massive parking structure in the central area seems unlikely, its future can be considered on the basis of grade-level uses only.

The N.D. Lea proposal is virtually to strip the central area of its present landscaping and turn it into a linear parking lot.

The Department of Planning and Civic Development believes that the gain of a number of extra central parking spaces (approximately 400) is not as great as the loss of amenity resulting from the removal of the landscaping and the elimination of the improvements hoped for in 1965. However, this in turn must be weighed against the advantage to surrounding residents if fewer cars are parked on surrounding streets.

3. ON-STREET PARKING RESTRICTIONS

The report proposes that all street parking in the blocks close to the perimeter of the P.N.E. Grounds be reserved for residents. The existing resident parking zones are limited in size, so as to leave some parking spaces for visitors and service vehicles within each block. Since some difficulties may be encountered with 100% resident parking zones with respect to visitor parking, and since it may be more difficult to identify which vehicles are parked in violation in the larger zones proposed, we feel that 100% resident parking zones should be established on a limited trial basis in the one block adjacent to the west side of the Grounds between Renfrew and Kaslo Streets.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)1. Pacific National Exhibition -  
Traffic Access and Parking (cont'd)

Beyond this area to a distance of four blocks from the grounds, where parking generated by the P.N.E. occurs less frequently, it is proposed that approximately half of the block faces be reserved for residents. This does not constitute a major increase in zones over the existing arrangement, which provides parking spaces for about one third to one half of the residents.

Although Council previously referred this recommendation of the N.D. Lea report to the Official Traffic Commission, a basic arrangement of additional regulations as set out above has been proposed for Council's information because of its relationship to the total P.N.E. parking problem. A detailed plan will be submitted to the O.T.C. before implementation.

4. REMAINING RECOMMENDATIONS OF N.D. LEA REPORT

The remaining recommendations of the N.D. Lea report are listed on the attached appendix together with a summary statement of the action taken on them.

It is drawn to Council's attention that some reaction to the N.D. Lea report has been received from Mr. S. Hedley representing the Hastings Townsite Residents Association, who request that the residential character of their community be maintained by:

- (a) provision of 100% residential parking zones
- (b) a guarantee from Council that residential streets not be used for access or egress routes to the P.N.E.
- (c) all recommendations to Council from Civic Departments that are based on the N.D. Lea study not be approved
- (d) that the P.N.E. not create more parking facilities until alternate transportation needs have been seriously studied.

Mr. Hedley's group also suggests that a comprehensive planning and transportation study for this area be undertaken. Council may wish to hear this group as a delegation.

ITEMS FOR COUNCIL CONSIDERATION

The P.N.E. is anxious to proceed with the improvements set out in the attached table as quickly as possible. The following matters are referred to Council for CONSIDERATION:

- (a) The development of the 'Central Area' entirely for additional parking (approximately 400) as recommended in the N.D. Lea report, or its development with both a landscaped area and the existing parking.
- (b) Confirmation of the use of certain residential streets as recommended in the N.D. Lea report for dispersing traffic from the P.N.E. Grounds.
- (c) The City assuming the cost of improvements on the street allowance at the gates, estimated to be \$32,000 for which funds are available in Account 147/7916."

Your Board refers the matter for Council CONSIDERATION.

(Appendix referred to on file in City Clerk's office.)



BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

1. Pacific National Exhibition -  
Traffic Access and Parking (cont'd)

In connection with the foregoing matter, the City Clerk advised of efforts made to inform Mr. S. Hedley, representing the Hastings Townsite Residents' Association, but although a letter was written to him and a copy of the report furnished, Mr. Hedley was not present at this meeting to speak to the matter.

A representative of the Pacific National Exhibition spoke to the Council in explanation of the matters referred to in the report, and expressed concern the matter be dealt with as expeditiously as possible.

MOVED by Alderman Adams,  
THAT

- (a) it be proposed to the Pacific National Exhibition that they proceed with the work involved within the P.N.E. grounds referred to in the Board of Administration report dated May 12, 1972, and in particular, development of the 'central area' with both a landscaped area and the existing parking;
- (b) proposed restricted parking for residents only be referred to the Official Traffic Commission for detailed consideration;
- (c) confirmation of the use of certain residential streets, as recommended in the N.D. Lea report for dispersal of traffic from the P.N.E. grounds be approved with the exception of the involvement of the following streets to the west:

Pandora Street  
Dundas Street  
Cambridge Street

which particular streets be referred to the Official Traffic Commission for consideration in this regard;

- (d) if the Pacific National Exhibition wishes to proceed, the Pacific National Exhibition assume the cost of improvements on the street allowance at the gates, estimated to be \$32,000.

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At this point, the Council observed a short recess.

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DELEGATION

Social Service Matters

Mrs. Barbara Gent, on behalf of Social Assistance recipients, appeared before Council and filed a brief expressing opposition to the suggestion that large numbers of Social Assistance recipients are defrauding the City. Further opposition was expressed to any proposal to make the direct cheque pick up system permanent.

A statement was made that the United Community Services Association had offered to investigate the reasons why some 750 mid month Social Service Assistance cheques were not picked up.

MOVED by Alderman Hardwick,

THAT, subject to union approval and terms satisfactory to the Corporation Counsel, the offer of United Community Services be accepted to investigate the approximately 750 outstanding mid month cheques of Social Assistance recipients which have not been picked up. in order to ascertain the cause therefor.

DELEGATION (continued)

Social Service Matters (cont'd)

A recorded vote was requested, and the record therefore is as follows:

FOR THE MOTION

Alderman Phillips  
Alderman Calder  
Alderman Rankin  
Alderman Hardwick  
Alderman Linnell

AGAINST THE MOTION

Alderman Sweeney  
Alderman Bird  
Mayor  
Alderman Adams

The motion was declared carried.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

2. Oppenheimer Lodge (FP 19)

The Board of Administration under date of May 24, 1972, submitted a report with regard to Oppenheimer Lodge, in which the following recommendations are set out.

"1. That the agreement between the City and the senior governments, as supplied to the City in March, 1972, be executed by the City, after confirmation is received from the Greater Vancouver Regional District that it is prepared to assume the municipal share of operating losses.

2. That administration of the project be the responsibility of the Director of Finance through the Property and Insurance Division, with participation by tenants in the management function to be under arrangements to be determined."

Representatives of the First United Church were present and expressed concern regarding participation by the tenants in the management function, and a request was made that this particular recommendation in the report be deferred until details of the tenants participation can be considered further. After due consideration, it was

MOVED by Alderman Rankin,

THAT recommendation (1) in the Board of Administration report respecting execution of agreement be approved.

THAT conditions (2) and (3) in the Board of Administration report be approved.

FURTHER THAT the following proposal, in place of the Board recommendation (2), respecting administrative and management function be laid on the table for two weeks, and in the meantime, the First United Church be requested to advise on their views respecting tenant participation in management.

'That property management of the project be the responsibility of the Director of Finance through the Property and Insurance Division, and the tenants or their representatives, be in charge of the management function under arrangements to be determined.'

(Not Put  
See Pages 12, 13 & 14

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Council recessed to reconvene at 2:00 p.m.

The Council reconvened at approximately 2:00 p.m. with the same personnel present, His Worship the Mayor in the Chair.

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COMMITTEE OF THE WHOLE

MOVED by Alderman Adams,

THAT the Council rise without reporting and ask leave to sit again after the Public Hearing re West End Community Centre and Senior Citizens' Housing Project rezoning.

CARRIED

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PUBLIC HEARING

West End Community Centre and  
Senior Citizens' Housing Project:  
Property

MOVED by Alderman Adams,

THAT the Council resolve itself into Committee of the Whole, His Worship the Mayor in the Chair to consider proposed amendments to the Zoning and Development By-law.

CARRIED

Consideration was given to rezoning as follows:

"Location: Lot C, Block 57, Lots 22-27, 4, A of 4 & 5, W.22' of 5, E.22' of 6, W.44' of 6, whole of 7, plus Bidwell Street and portion of lane, Block 57, District Lot 185.

Situated in an area, bounded generally by Haro Street on the North, Cardero Street on the East, Barclay Street on the South and Denman Street on the West.

Present Zone: C-3 Commercial District (Medium Density)  
RS-1 One-Family Dwelling District  
RM-4 Multiple Dwelling District (High Density)

Requested Zone:  
CD-1 Comprehensive Development District "

The Council noted the Technical Planning Board recommendations as follows, as endorsed by the Vancouver City Planning Commission:

"THAT the application of the Director of Planning for the rezoning of Lot C, Blk. 57, Lots 22-27, 4, A of 4 & 5, W.22' of 5, E.22' of 6, W.44' of 6, whole of 7, plus Bidwell Street and portion of lane, Blk. 57, DL 185 from RS-1, C-3 and RM-4 to CD-1 Comprehensive Development District be approved subject to the following conditions:

THAT the

1. uses be senior citizens' apartments, community centre, library and school only, with customary accessory uses and off-street parking;
2. floor space ratio not to exceed 2.0.
3. design be generally in accordance with the design concept approved by Council on November 2, 1971 "

PUBLIC HEARING (continued)

West End Community Centre and  
Senior Citizens' Housing Project:  
Property (cont'd)

The TECHNICAL PLANNING BOARD, on April 14, 1972 approved a redesigned Senior Citizens' tower, and adopted the following motion:-

"THAT the Technical Planning Board confirm its approval of the design." '

A communication dated May 29th, conveying comments of the Vancouver City Planning Commission supporting the proposed CD-1 zoning was noted.

Representatives of the West End Community Centre Association spoke in favour of the rezoning, and a representative from the West End Resources Council also supported the rezoning. The latter filed a brief.

There being no further delegations, it was

MOVED by Alderman Bird,

THAT this application for rezoning as shown above, and with the conditions set out by the Technical Planning Board, be approved.

- CARRIED

MOVED by Alderman Sweeney,

THAT the Committee rise and report.

- CARRIED

MOVED by Alderman Sweeney,

SECONDED by Alderman Bird,

THAT the report of the Committee be adopted, and the Corporation Counsel be instructed to prepare the necessary Zoning By-law amendment accordingly.

- CARRIED

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MOVED by Alderman Adams,

SECONDED by Alderman Bird,

THAT the Council resolve itself into Committee of the Whole to continue with the regular Council business.

- CARRIED

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BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

2 Oppenheimer Lodge (FP 19) (cont'd)

Under date of May 24, 1972, the Board of Administration reported as follows:

continued . . .

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

2. Oppenheimer Lodge (FP 19) (cont'd)

"This proposed federal-provincial public housing project to provide accommodation for 147 single people is now ready for tender call.

The City is required to execute an agreement with the senior governments, as for other public housing projects, before the project can proceed further. This agreement was supplied to the City in March, 1972 and includes a requirement that the project will be administered by the City, rather than the British Columbia Housing Management Commission which administers the other public housing projects in the City.

Despite the fact that the building as now designed provides cooking facilities in each unit the Province, through the Minister of Municipal Affairs, insists that the City administer the project, rather than the British Columbia Housing Management Commission, as requested by the City.

The design of the building includes a central lounge of approximately 1,375 square feet on the main floor, with a kitchen, including serving area, of approximately 265 square feet adjacent. This could be used, at the discretion of the management, for various functions from time to time including those at which food is served. Central Mortgage and Housing Corporation is not prepared to agree to elimination of this facility, having regard to the small size of the living units.

The administration of the project involves such management functions as tenant selection, rent collection, cleaning, maintenance and repair of buildings and grounds. Day to day management would be dealt with through a committee on which there would be tenant representation, as recommended by Council on July 13, 1971. Detailed arrangement for this should be worked out, having regard to the precedent established in the Little Mountain public housing project, with variations as needed. It is the practice of the federal-provincial partnership to establish a budget, which is reviewed from time to time, to control the various functions of project administration.

Discussions on this aspect in the past, when it was expected that supply of meals as well as shelter would be involved, indicated that the British Columbia Housing Management Commission might handle such functions as receiving and recording applications, while the City would deal with other management activities. Questions of this kind would also be discussed during the construction period, when the form of such management agreement as may be needed between the City and the senior governments should be resolved.

The Board of Administration considers that administration of this project by the City should be subject to the following conditions:

1. The responsibility for the management functions should be vested in the Supervisor of Property and Insurance as the Property and Insurance Division presently manages City-owned properties, such as Englesea Lodge, and has the organization and skills necessary for this purpose.
2. There is no intention or obligation on the part of the City to provide meal service or to bear the costs of such services, within the project. This is your Board's understanding of intention of Council's resolution of July 13, 1971 when it approved the elimination of cafeteria facilities and subsequently, on September 28, 1971, when it approved the design based on housekeeping rooms.
3. Assurance is received from the Greater Vancouver Regional District that the District is prepared to assume the municipal share of operating losses as defined in the agreement between the City and the senior governments.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

2. Oppenheimer Lodge (FP 19) (cont'd)

Subject to Council confirming its agreement to the above-mentioned conditions, the Board of Administration RECOMMENDS:

1. That the agreement between the City and the senior governments, as supplied to the City in March, 1972, be executed by the City, after confirmation is received from the Greater Vancouver Regional District that it is prepared to assume the municipal share of operating losses.
2. That administration of the project be the responsibility of the Director of Finance through the Property and Insurance Division, with participation by tenants in the management function to be under arrangements to be determined."

Earlier in the proceedings, the Council considered a motion by Alderman Rankin which was changed at this time, and resubmitted as follows:

MOVED by Alderman Rankin,

THAT recommendation (1) respecting execution of agreement, set out in the foregoing Board of Administration report, be approved;

THAT condition (2) regarding no intention or obligation on the part of the City to provide meal service or bear the costs of such service within the project, be approved;

THAT administration of the project be the responsibility of the Director of Finance through the Property and Insurance Division;

THAT the City Council accept responsibility for management, however, the precise details therefor including tenant participation be laid over for two weeks, and in the meantime, the First United Church be requested to advise on their views in the matter of tenant participation in management.

- CARRIED

UNFINISHED BUSINESS

1. Demolition Permit:  
1386 Burrard Street

On May 2nd, 1972, the Council instructed the owner be informed of a resolution being considered by Council which would, if passed, order demolition of building at 1386 Burrard Street, and the owner be given an opportunity of appearing before Council.

A letter has been received from A.E. LePage Boulton Sweet Ltd. advising that if the lessee does not remove the house on this property, it will be demolished by this Company who are agents for the owner, but demolition will be carried out as soon as the civic strike is over.

It was noted that the Building Inspector has advised a permit could be issued in this case, although demolition permits have not been issued during the strike

MOVED by Alderman Calder,

THAT a demolition permit be issued forthwith for the demolition of building at 1386 Burrard Street.

- CARRIED

UNFINISHED BUSINESS (continued)

2. Kitsilano Area Rezoning

The Council considered the following proposed new RM-3A, Multiple Dwelling District Schedule and rezoning application re Kitsilano:

" To amend the text of Zoning and Development By-law No. 3575 to establish a new District Schedule, RM-3A Multiple Dwelling District, and consequential amendments to the By-law:

Location: All lots in Blocks 181, 191, 192, 202, 195, 205, 215, 196, 185 & 185A inclusive, and Lots 1-7, 13-18 & N33' of A & B, Block 186; 1-8 & 13-20, Block 186A; 1-9 & F, Block 187; 1-10 & 13-20, Block 206; A & B, 3-16, A-E, 23-36, A, S30' of N60', Pcl. D, B, Block 216; 1-8 & E20' of 13, bal. of 13, 14-20, Block 193; 1-8 & 13-20, Block 203; 3-10 & A-C, 12-18, Block 194; 3-9, A, 10, B & C, 11-16, Block 204, District Lot 526.

Situated in an area consisting of approximately 19 City Blocks, bounded generally by Cornwall Avenue, Point Grey Road, and the railway right-of-way on the north; Greer Avenue and Cypress Street on the east; Larch and Balsam Streets on the west and York Street, First and Second Avenues on the south.

Present Zone: RM-3 Multiple Dwelling District  
Requested Zone: RM-3A Multiple Dwelling District "

The Technical Planning Board did not approve of the application for reasons set out in a resolution of that Board dated March 24th. The Vancouver City Planning Commission endorses the general concept of the RM-3A Zoning proposed for the area. A Public Hearing was held on this matter on April 12th, 1972.

MOVED by Alderman Bird,  
THAT this proposed rezoning be not approved.

- LOST

MOVED by Alderman Sweeney,  
THAT the proposed new RM-3A Multiple Dwelling District Schedule and rezoning referred to above, be approved subject to the following:

"The Technical Planning Board may in its discretion permit an increase in the height of a building, to a height not exceeding 40 feet"

- CARRIED

MOVED by Alderman Phillips,  
THAT the Director of Planning & Civic Development be instructed to proceed aggressively to investigate possible refinements which would improve upon the quality of the resultant low-rise form of development over that possible under either the RM-3 or RM-3A regulation.

- CARRIED

MOVED by Alderman Phillips,  
THAT the Corporation Counsel be instructed to prepare and submit to Council the required amending by-law.

- CARRIED

UNFINISHED BUSINESS (continued)

3. Fairview Slopes Rezoning

Council considered the following proposed new CRM 2 and CRM-3 Commercial/Multiple Dwelling District Schedules and rezoning re Fairview:

" To amend the text of Zoning and Development By-law No. 3575 to establish a new District Schedule, CRM-2 Commercial/Multiple Dwelling District, and consequential amendments to the By-law;

Location: All Lots in Blocks 293 to 297 inclusive, and Blocks 314 to 316 inclusive, District Lot 526:

Situated in an area bounded generally by 6th Avenue on the north, Birch Street on the west, Willow Street on the east and 8th Avenue on the north.

Present Zone: M-1 Industrial District  
Requested Zone: CRM-2 Commercial/Multiple Dwelling District  
and

To amend the text of Zoning and Development By-law No. 3575 to establish a new District Schedule, CRM-3 Commercial/Multiple Dwelling District, and consequential amendments to the By-law;

Location: All Lots in Blocks 292, 298, 299, 312, 313 inclusive, and 317 to 319 inclusive, District Lot 526;

Situated in areas bounded generally by 6th Avenue on the north, Hemlock Street on the west, Alder Street on the east and 8th Avenue on the south; AND 6th Avenue on the north, Ash Street on the east, Laurel Street on the west and 8th Avenue on the south.

Present Zone: M-1 and M-2 Industrial District  
Requested Zone: CRM-3 Commercial/Multiple Dwelling District "

The rezoning application was approved by the Technical Planning Board subject to the Director of Planning being instructed to carry out an automatic review of both the CRM-2 and CRM-3 provisions after the respective Schedules have been in effect for a period of two years (or earlier if required).

MOVED by Alderman Phillips,

THAT the proposed CRM-2 and CRM-3 Commercial/Multiple Dwelling District Schedules and rezoning, as set out above, be approved subject to the following:

- (a) The Director of Planning and Civic Development to carry out an automatic review of both the CRM-2 and CRM-3 provisions after the respective Schedules have been in effect for a period of two years (or earlier if required).
- (b) The exemption of Lots 6 - 10, Block 319, D.L. 526 from the proposed CRM-3 Commercial/Residential Multiple zoning and the Director of Planning and Civic Development be instructed to make application to amend Zoning and Development By-law #3575 in order to rezone the said lots to C-2 Commercial District use.
- (c) The revision of section 2 of the proposed CRM-2 zoning schedule to exclude the following restriction which permits only local commercial uses: . . . "including commercial uses catering to the day-to-day needs of local residents".



UNFINISHED BUSINESS (continued)

3. Fairview Slopes Rezoning (cont'd)

- (d) The revision of section 3 of the proposed CRM-2 zoning schedule to exclude the following limitation upon commercial F.S.R.: ... 'and the maximum floor space ratio of any permitted commercial use within the building shall not exceed 0.25, provided also that the floor area of any individual commercial use shall not exceed 2,200 sq. ft.'

FURTHER THAT the Council adopt as general criteria for assessing development permit applications, the Guidelines for Development put forward by the City Planning Commission in report dated April 14, 1972.

FURTHER THAT the Council instruct the Director of Planning and Civic Development to print and distribute a brochure to property owners in the area and prospective developers that explain the CRM-2 zoning procedures and presents a generalized 'design concept' representing how the City would like to see the area develop.

- CARRIED

MOVED by Alderman Bird,

THAT Lots 11-12, Block 319, D.L. 526 be not exempted from the proposed CRM-3 Commercial/Residential Multiple zoning.

- CARRIED

MOVED by Alderman Phillips,

THAT the Corporation Counsel be instructed to prepare and submit the required amending by-law.

- CARRIED

COMMUNICATIONS

1. Canadian Broadcasting Corporation:  
Headquarters

MOVED by Alderman Hardwick,

THAT the letter dated May 18, 1972, from the President of the Canadian Broadcasting Corporation stating it is hoped to have the new C.B.C. Headquarters project on Block 57 under way in May or June of this year, be received for information.

- CARRIED

2. Union of B.C. Municipalities

MOVED by Alderman Adams,

THAT pursuant to communication dated May 8th, from the Union of B.C. Municipalities Executive Director, Alderman Phillips be recommended to the U.B.C.M. Nominating Committee for the position of 'Vancouver representative' on the Executive.

- CARRIED

3. Termination Policy:  
Industrial Development Commission

A communication dated May 16th, 1972, was received from the Vancouver and Lower Mainland Industrial Development Commission, setting out details with regard to the termination of its operation, and information regarding the Provincial Government program of Industrial Development.

MOVED by Alderman Hardwick,

THAT the foregoing information be received.

- CARRIED

COMMUNICATIONS (continued)

4. Centennial Project:  
Grant

The following communication was noted from the General Chairman of the Provincial 1971 Centennial Committee:

"Attached please find British Columbia Centennial '71 Cheque #7092 dated May 18, 1972 in the amount of \$132,000.00.

This amount represents the complete \$1.00 per capita payment of the British Columbia Provincial portion of the Commemorative Project grant. The Federal Government portion of this grant will be mailed to you direct from Ottawa.

Please refer to my letter of October 1st, 1970 which outlined the method of grant payment."

MOVED by Alderman Sweeney,  
THAT the foregoing information be received.

- CARRIED

5. Convention:  
Union of B.C. Municipalities  
(Delegates and Resolutions)

MOVED by Alderman Adams,

THAT, pursuant to communication from the Executive Director of the Union of B.C. Municipalities, appointment of delegates to the forthcoming conference to be held in Vancouver, September 13 - 15 inclusive, be left in the hands of His Worship the Mayor.

FURTHER THAT the matter of resolutions, required to be submitted to the Executive Director by no later than June 30th, be brought to Council's attention in two weeks time, and in the meantime any resolutions proposed be filed with the City Clerk.

- CARRIED

6. Provincial Government Complex:  
Blocks 51 and 61

A communication dated May 19th, 1972 was noted from the Minister of Public Works in regard to proposed B.C. Complex involving Blocks 51 and 61, from which the following is extracted:

"In total, we would suggest that we are interested in your views, they will be considered wherever possible, and we do desire a suitable channel through which detailed consultation and collaboration can be effective.

To this end we would propose that a working committee of a small number of your officials be empowered to consult formally with a like number of Government officials to:

- (1) Outline those areas which are of concern.
- (2) Propose alternatives which may be possible in order to satisfy those areas of concern, indicating their implications, and
- (3) Study further possibilities which may exist for interaction to the benefit of the community at large."

COMMUNICATIONS (continued)

6. Provincial Government Complex:  
Blocks 51 and 61 (cont'd)

MOVED by Alderman Bird,

THAT the communication be received, and the proposal of the Minister respecting a working committee of officials as set out above, be set up accordingly, the committee personnel to be appointed by the Board of Administration.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

3. Service Contract for City Hall Clock

MOVED by Alderman Bird,

THAT the following report of the Board of Administration dated May 10, 1972, be approved;

- CARRIED

' The City Engineer reports as follows:

"Neon Products who installed the clock on the City Hall in 1936, have held consecutive five-year contracts for servicing the neonized numerals and hands since then. The last contract expired in December, 1969, but the company has continued to service the equipment on the same terms as the previous contract. The company now request that a new contract for the coming five years be signed.

The proposed terms of the contract will remain the same as the previous contract. The monthly service charge is \$19.80 which covers the labour, material and liability insurance coverage. I am of the opinion that this price which is considerably lower than one offered by another Sign Company is reasonable.

I RECOMMEND that a contract, satisfactory to the Corporation Counsel, be entered into with Neon Products Ltd. for servicing the neonized hands and numerals on the City Hall clocks for the next five years at a monthly charge of \$19.80."

Your Board RECOMMENDS the foregoing report of the City Engineer be adopted. '

4. Improvement to Cassiar Street Link -  
Highway 401 to the Second Narrows Bridge

MOVED by Alderman Rankin,

THAT the following report of the Board of Administration dated May 5, 1972, be approved :

- CARRIED

continued . . .

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)4. Improvement to Cassiar Street Link -  
Highway 401 to the Second Narrows Bridge (cont'd)

'Over the past few years Council has been attempting to get some action on improvements to the traffic situation on Cassiar Street between Highway 401 and the Second Narrows Bridge. Representatives of Council have met with members of the Provincial Government and two briefs have been submitted requesting the building of a pedestrian overpass and the provision of the full freeway link from Highway 401 to the Second Narrows Bridge as soon as possible.

By letter dated August 3, 1971, the Minister of Highways replied in response to the brief of April, 1971, and the presentation by Aldermen Wilson and Rankin requesting completion of the freeway link.

On August 10, 1971, City Council referred the letter from the Government to the Board of Administration for a report.

The City Engineer reports as follows:

"The following are the specific items quoted from the Minister of Highways' letter and the Engineering Department's comments on those items. The N.D. Lea report "Trans Canada Highway Cassiar Street Link" was used as a reference by the Department of Highways and the Engineering Department.

Item 1

'Relative to traffic, the Second Narrows Bridge is operating at its capacity during rush hours and the approach system to the bridge appears to be in balance with the bridge. Less than a third of the traffic on the bridge uses Route 401 and a freeway is not warranted for this traffic by itself. The link could be required as part of an integrated freeway and public transit system but this role has not been resolved as yet.'

Comment

We do not agree that the Second Narrows Bridge is operating at its capacity (5,400 v.p.h.). The present bridge volume of 4,550 v.p.h. represents the capacity of the grade street approaches. However, there can be no material increase in bridge volume until appropriate improvements are made to increase the traffic capacity along the Cassiar Link.

We agree that less than one third of the traffic on the Bridge is traffic enroute between the Bridge and Highway 401. However, the distribution of traffic from the Bridge (to Wall Street and to Cassiar Street) is such that the Bridge-Highway 401 traffic represents 50% to 60% of the total traffic on Cassiar Street. Therefore, the main issue from the City standpoint is that a substantial amount of traffic on Cassiar Street is not Vancouver-oriented but is traffic travelling between the Bridge and Highway 401 using the arterial street as a link between two freeways.

If this 'through' traffic were handled on a Cassiar Link freeway facility then the Cassiar/Hastings intersection would be able to handle Vancouver-oriented traffic using Cassiar and Hastings Streets in the short term.

It should be noted that while a Cassiar Link freeway would provide some relief it would only be a part of a total transportation system. Further transportation improvements (rapid transit and the east-west freeway via the Burlington Northern Cut) will be required to provide an adequate long term solution for traffic volumes destined to Vancouver now using the Cassiar/Hastings route (as well as First Avenue, Grandview Highway, etc.).

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

4. Improvement to Cassiar Street Link -  
Highway 401 to the Second Narrows Bridge (cont'd)

Item 2

'Relative to the freeway solution, a social problem may be created by the displacement of residents from several homes presently owned by the P.N.E. and rented at low rates.'

Comment

The recommended Freeway Link solution will require the removal of some 140 homes including 21 owned by the P.N.E. and this displacement is a matter of concern. However, there is no reasonable alternative that does not involve homes. Moreover, continuing heavy traffic volumes on grade streets is detrimental to residents and brings about excessive congestion and delay to commuting motorists.

Item 3

'The "Grade Separation" solution of Cassiar and Hastings Streets relieves congestion at this intersection until 1974 according to the N.D. Lea report. It would conceivably be congested shortly after the opening date if a decision were taken to construct the project. The construction would be difficult and would cause considerable delay and inconvenience to the users. For this reason, the "At-Grade" solution appears to be attractive, as it offers the same relief of congestion with less inconvenience to the travelling public. Improvements made to Hastings and Cassiar would still be utilized in the event of a future freeway link or overpass.'

Comment

Grade-separation solution: This solution provides for an uninterrupted flow for the north-south movement and requires two signals on Hastings Street in place of the present signal.

Such an arrangement would provide additional capacity for the heavy left turn demand at Cassiar and Hastings and would provide some relief for a number of years after completion.

Despite the construction difficulties, this scheme can be viewed as a logical step towards the freeway link with an improvement in capacity in the order of 25-30%. However, grade-separation should be proceeded with only if the freeway link is to be built. If the freeway were not constructed the grade-separation scheme could eventually result in worse traffic conditions than at present along Cassiar Street north and south of Hastings Street which could not be adequately handled with normal traffic engineering measures (signals, etc.).

At-grade solution: The Engineering Department has reviewed the at-grade solutions proposed in the N.D. Lea report and has concluded that such schemes are unacceptable from the City's standpoint. This type of solution proposed widening Cassiar to seven lanes, installing a reversible lane control system on Hastings Street, denying all left turns at Cassiar/Hastings and re-routing certain left turns onto local streets in the area. Any use of residential streets in the area to accommodate the heavy traffic volumes is clearly unacceptable and widening Cassiar will cause further difficulties and hazards for pedestrians wishing to cross Cassiar Street.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)4. Improvement to Cassiar Street Link -  
Highway 401 to Second Narrows Bridge (cont'd)Item 4

'It was suggested that the Highways Department would be prepared to recommend payment for the revisions to Cassiar Street if the City of Vancouver would undertake the costs of revisions to Hastings Street.'

Comment

Since the 'at-grade' solution is not acceptable from the City's standpoint, it is not appropriate to consider cost-sharing arrangements for this form of treatment. The existing grade streets are adequate to handle normal arterial traffic volumes but a problem exists in this area because of the Bridge-401 volumes and it is, therefore, suggested that the Province pay the total cost of any improvements.

SUMMARY

The Provincial Government are proposing an at-grade solution (with cost sharing) for the Cassiar Link problem instead of a freeway or first stage grade-separation solution.

The Engineering Department considers the at-grade solution completely unacceptable. The freeway solution is the most acceptable. However, the problem of the residential property acquisition must not be overlooked.

Removal of 'through' traffic (Bridge-Highway 401) from the Cassiar/Hastings intersection will allow the intersection to better handle Vancouver-oriented traffic. However, for the long term solution there is a need for additional facilities such as the proposed east-west freeway via the Burlington Northern cut for the increasing Vancouver-destined traffic using east end grade streets. The grade-separation solution is at best an interim solution that should receive further consideration by the Provincial Government if they are not prepared to proceed with the freeway link solution immediately.

RECOMMENDATION

Accordingly, it is RECOMMENDED that City Council advise the Provincial Government that:

- (a) the at-grade solution is unacceptable to the City;
- (b) the freeway link is considered by the City to be in the most appropriate solution;
- (c) if the Provincial Government is not prepared to proceed with the freeway link immediately, then they should proceed with a grade-separation scheme as a stage towards the ultimate freeway solution;
- (d) the City is not prepared to contribute any funds towards the cost of improvements."

Your Board RECOMMENDS that the foregoing be approved. '

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)5. Block 42 Construction -  
Traffic Arrangements

The Board of Administration under date of May 19, 1972, submitted a detailed report in regard to traffic arrangements resulting from Block 42 construction. It was noted that the second to last paragraph in the report should read as follows:

"The excavation permit will be issued when an application has been received. However, the permit for construction \*on Block 42 will not be issued until your officials have reported to Council on the above matter."

( \* correction )

MOVED by Alderman Adams,

THAT this report of the Board of Administration be received for information.

- CARRIED

6. GVRD Transportation Function

MOVED by Alderman Phillips,

THAT the City's position, as set out in parts 'A' and 'B' of the following Board of Administration report dated May 4, 1972, in regard to the Greater Vancouver Regional District's Transportation Function, be confirmed:

- CARRIED

' The City Engineer reports as follows:

"During consideration of a request from the Greater Vancouver Regional District (GVRD) for Council's decision on the first step of the procedure set out in the Policy Statement adopted by the GVRD on November 17, 1971, Council, on February 22, 1972, passed the following resolution:

'That the Board of Administration be requested to prepare a further brief, concerning the question of light rapid transit and Regional Roads, to be sent to the Regional Transportation Committee.'

The following is suggested by the City Engineer as a brief to the GVRD Transportation Committee:

A. LIGHT RAPID TRANSIT

At a special Council meeting in November, 1971, Council approved a number of amendments to the GVRD Policy Statement. One of the amendments accepted by the GVRD resulted in the following statement appearing in the GVRD Policy Statement:

'The Board agrees to proceed concurrently with a light rapid transit system study.'

The above statement represented the City of Vancouver's views on the general type of transit facility beyond the immediate bus system improvements that should be studied and considered for Vancouver.

More specifically, the City of Vancouver's position is that in any further transit studies emphasis should be given to light rapid transit because of its flexibility, relatively low initial cost, and staging potential related to regional, financial, and transportation planning strategy.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)6. GVRD Transportation Function (cont'd)B. REGIONAL ROADS

In the Policy Statement adopted by the Regional District it is stated in the first section under the heading 'General Principles' that:

'The Board's policy with respect to the transportation function is that it should be comprehensive, and aim to provide diversified facilities for the movement of people and goods throughout the region, facilities that, together with facilities provided by the municipalities, the Province, and other public and private enterprises, are formed into an integrated regional transportation system.'

This statement suggests that roads are included as a part of the transportation package for which a financial formula is to be sought.

However, a further section of the Board Policy Statement states:

'A rational system of regional roads should eventually be planned as part of the total transportation system...'

It is appreciated that the GVRD Board is anxious to make an immediate start on improving public transit throughout the Region. However, it is considered imperative that any negotiations with the Provincial Government about financing must include consideration of the financing of the road system. This will require some clarification of the classification of the road system in terms of Regional roads, Provincial roads, Municipal roads, etc.

As the Kelly report states:

'if the Regional District deals only with public transportation and its financing, and does not at the same time consider roads and their financing, the Province may gain more than it might give as its share of public transit costs, and quite a few of our municipalities may have higher road expenditures than they otherwise would.'

In summary, all aspects of the Regional District involvement in transportation must be clearly understood and defined before there is further commitment to participate in the Regional Transportation function.

Therefore, the following statement represents the City of Vancouver's position on regional roads:

It is the City of Vancouver's position that all references to a 'total financial formula' in the GVRD Policy Statement include the financial arrangements with respect to roads."

Your Board submits the matter to Council for CONSIDERATION. '

7. Social Assistance to Persons on Strike or Locked-Out

MOVED by Alderman Adams,

THAT the following report of the Board of Administration dated May 26th, 1972, be received:

- CARRIED

continued . . .



BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

7. Social Assistance to Persons on  
Strike or Locked-Out (cont'd)

' The Director of Welfare and Rehabilitation reports  
as follows:

"On May 16, 1972, City Council passed a resolution requesting the Board of Administration to explore with the Honourable Minister of Rehabilitation and Social Improvement the possibility of granting discretion to the Director of Welfare and Rehabilitation to provide social assistance to persons in need who are "on strike" or "locked out" and their circumstances are of an unusual and exceptional nature.

The Director of Welfare and Rehabilitation conferred verbally with the Deputy Minister of Rehabilitation and Social Improvement. The Deputy Minister has advised that he has reviewed the matter in detail with the Minister and the Minister has indicated that no discretion can be granted and the present policy is to be strictly adhered to.

Mr. Rickinson did point out that the City of Vancouver can, of course, grant assistance to persons who are on strike or locked out under any terms it may wish. However, the assistance to these people would not, of course, be cost-shared with the Province."

Your Board submits this report for the information and consideration of Council. '

8. Grant: Organ Appeal Fund  
Petersham, England

Council considered a Board of Administration report of May 25, 1972, setting out a request from the Agent General in the United Kingdom with regard to a financial appeal from St. Peter's Church for funds in connection with repairs to the church organ.

The Council did not take action to approve a grant.

9. Grant:  
Vancouver Chamber Choir

The Board of Administration under date of May 25th, 1972, advised of an application from the Vancouver Chamber Choir for a grant of \$1,030 to cover an operating deficit.

The Council did not take action to approve a grant.

10. Indemnity:  
Park Board Commissioners

Consideration was given to a Board of Administration report dated May 16th, 1972, and a communication from the Park Board dated April 26th, 1972 regarding indemnity to Park Board Commissioners.

MOVED by Alderman Sweeney,

THAT the matter be tabled pending the hearing of a delegation from the Park Board on the matter.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

11. Leave of Absence: City Representatives  
(IIPS Project - Conference by Ford Foundation)

MOVED by Alderman Adams,

THAT the following Board of Administration report dated May 25, 1972, be approved:

- CARRIED

' The Director of Planning and Civic Development reports as follows:

"The Ford Foundation is funding a number of similar urban research projects and is arranging a conference of participants in several of these projects at Scotsdale, Arizona from June 4 to 7, 1972. The City has been requested to send one participant to accompany representatives from The University of B.C., The Greater Vancouver Regional District and The Federal Government.

City officials taking part in the Inter Institutional Policy Simulation Project (I.I.P.S.) are:

W.E. Graham, Director of Planning and Civic Development  
P.D. Leckie, Deputy Director of Finance  
M.F. Egan, Director, Social Planning/Community Development  
W.H. Curtis, Deputy City Engineer

Attendance by any city representative will depend upon local conditions up to and at the time of the conference. For the same reason a specific representative is not nominated in this report. Council is requested to grant leave of absence with pay and travelling time for the period of the conference, with attendance by any official being at the discretion of the Board of Administration and depending on circumstances at the beginning of June.

All other expenses are being paid independent of the IIPS project by the Ford Foundation."

Your Board RECOMMEND that the foregoing report be approved.'

12. Sale of Residential Lots  
(Area 'B') Champlain Heights

MOVED by Alderman Phillips,

THAT the following Board of Administration report dated May 25, 1972, be approved:

- CARRIED

' The Supervisor of Property and Insurance reports as follows:

"On the basis of City Council's resolution of Mar. 28-72, the single family lots in Area "B" of Champlain Heights are being marketed on the basis of fixed price, to individuals, with the sale being restricted to one lot per individual.

The following offers to purchase have been received by the Supervisor of Property & Insurance, on the fixed price basis, and it is

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

12. Sale of Residential Lots  
(Area 'B') Champlain Heights (cont'd)

RECOMMENDED that they be approved under the terms and conditions set down by City Council.

<u>Name</u>	<u>Lot</u>	<u>Approx. Size.</u>	<u>Sales Price</u>	<u>Terms</u>	<u>Conditions</u>
Francesco & Maria ANDRIANI	70	Irregular (8550 sq.ft)	\$16,000.00	Cash	Subj.to Public Utilities Easement over E. 5 feet.
Clarence BALDWIN	84	Irregular (6438 sq.ft)	16,000.00	City Terms 9%	
Peter REDEKOP	131	Irregular (6559 Sq.ft)	16,000.00	City Terms 9%	
Nicola & Rosaria RUTIGLIANO	69	Irregular (10093 sq.ft)	16,800.00	City Terms 9%	Subj.to Public Utilities Easement over West 5 feet.

Bulkhead Agreements

The purchaser of any lot which is more than one foot above or below the finished grade of the abutting streets or lane will be required to enter into a bulkhead agreement. "

Your Board RECOMMENDS that the foregoing report of the Supervisor of Property and Insurance be adopted.'

13. Land Purchase S/S False Creek  
Between Granville St. and Cambie St.

MOVED by Alderman Hardwick,  
THAT the following Board of Administration report dated April 21, 1972, be approved:

- CARRIED

'The Supervisor of Property and Insurance reports as follows:

"On August 4th 1970, Council approved a Board of Administration report on Building and Planning Matters dated July 31st, 1970, wherein Clause "D" recommended that Council negotiate the acquisition of certain lands from the Provincial Government, at such time as these lands were transferred from C.P.R. ownership to the Provincial Government Department of Lands.

By letter dated August 30th, 1971, the Director of Lands advised that the exchange had been completed and negotiations were commenced for purchase of these remaining lands by the City.

These properties comprise an area of approximately 81,000 square feet of land, presently zoned for heavy industrial use. They have a 1972 assessed value of \$137,119.00 for land and buildings.

The price of \$86,276.65 arrived at through negotiations is based upon the original purchase price of land from the Provincial Government in the False Creek area in 1969.

The Director of Lands indicates by letter of March 15th, 1972 that he is prepared to recommend sale to his government subject to the following conditions:

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)13. Land Purchase S/S False Creek  
Between Granville St. & Cambie St. (cont'd)

- (1) sale price to be \$86,276.65 for the lands described;
- (2) the City to pay a Certificate of Purchase preparation fee (\$15.00);
- (3) the City to pay a statutory Crown Grant fee (\$25.00);
- (4) the City to honour the existing leases; (all leases are on a year-to-year basis, subject to one month's cancellation).

The acquisition of these lands will round out the holdings of the City on the South side of the Creek except for the privately-owned properties on the westerly end which were also recommended for purchase in the aforementioned report. The acquisition of these private properties is held in abeyance on instruction of the Director of Planning, and should be the subject of a further report to the False Creek Committee after the final consultant's reports are in.

It is noted that the lands proposed for acquisition in this report are parcels which would not lend themselves to private development without conflicting with the overall proposals for redevelopment of the Creek.

RECOMMENDED that the Supervisor of Property and Insurance be authorized to acquire on the foregoing basis, Lot B of Block 252, Lots 3 & 4 of Block 273, and Lot 3 of Block 279, all in District Lot 526, for the sum of \$86,276.65 plus costs as quoted in this report, funds being chargeable to Code No. 4950/705 acquisition of False Creek properties."

Your Board

RECOMMENDS the foregoing recommendation of the Supervisor of Property and Insurance be adopted. '

14. Official Traffic Commission  
April 24, 1972

MOVED by Alderman Linnell,

THAT the following report of the Official Traffic Commission dated April 24, 1972, be adopted:

- CARRIED

" 1. Marine Drive & Elliott Street  
Additional Control

On January 31, 1972, the Official Traffic Commission considered a report from the City Engineer re the subject matter. At that time the City Engineer recommended that no additional controls be installed at the intersection of Marine Drive and Elliott Street at this time, but that the matter of speed enforcement be referred to the Police Department for attention. The Committee adopted the City Engineer's recommendation and instructed that the intersection be kept under surveillance.

Subsequently on March 27, 1972, Mr. Don J. DeVoretz wrote to Alderman Rankin advising he was not satisfied with the action taken and he appeared as a delegation this day to review the matter with the Commission. Mr. DeVoretz discussed the problem the children are having in crossing Marine Drive to attend school and also the difficulties the motorists are experiencing in making left hand turn on to Marine Drive.

Mr. Boyes commented on suggestions made by Mr. DeVoretz and suggested that a marked crosswalk be installed and perhaps a flashing beacon might follow at a later date if found warranted.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

14. Official Traffic Commission (cont'd)

After due consideration it was

RECOMMENDED that a marked crosswalk be installed at this intersection under the City Engineer's authority.

2. S/W Marine Drive Near Angus Drive  
Road Alignment

Under date of March 18, 1972, Mr. W.L. Redmond, for petitioners, advised the Chairman of the Official Traffic Commission of the numerous accidents that are occurring on the curve of S/W Marine Drive between Angus and Wiltshire. Mr. G. Gri and Mr. J. Roberts appeared before the Commission and explained the situation.

The City Engineer, under date of April 14, 1972, submitted a report wherein it was advised the accident statistics show two fatal accidents have occurred since 1949, one having been this year when both drivers were killed. The past five year history of accidents reported through the curve shows a total of ten and in at least five cases, the vehicle approach speed was above the practical speed required to safely negotiate the turn. There are no reported accidents involving pedestrians crossing Marine Drive at this location and observations indicate pedestrian crossing activity is minimal. There are frequent gaps in the traffic flow.

The City Engineer further stated that although it is possible to negotiate this curve at 30 m.p.h., the comfortable driving speed is slightly lower, and advance warning signs in each direction were installed to advise motorists of the presence of the curve.

The City Engineer suggested that improvements in the roadway curvature to provide safe driving speeds at 30 m.p.h. can be achieved within the existing street allowance, and these modifications will be done this year. Since speeds in excess of 30 m.p.h. on the west approach are presumed to be a contributing factor to the aforementioned accidents, 25 m.p.h. advisory speed tabs will also be installed on the advance warning signs. This work (street improvement and signing) will be done under the City Engineer's authority and he recommended no other action at this time.

Mr. Boyes reviewed the Engineer's report for the information of the Commission and in speaking to the report, Mr. Gri and Mr. Roberts stated that many accidents that have occurred, do not come to the attention of the Police Department.

Mr. Boyes advised that he would replace the existing signs with oversize warning signs and if the problem is not rectified after the proposed street improvement and signing, the matter would be further reviewed.

It was

RECOMMENDED that the street improvement and signing, under the City Engineer's authority, as suggested by the City Engineer, be approved.

3. Grant: Annual School  
Safety Patrol Banquet

At the last meeting of the Commission, the Superintendent of Traffic submitted a communication requesting a grant of \$3,000 to be used for the purchase of prizes, badges and efficiency awards for the school patrol members at the Annual School Patrol Banquet. At that meeting it was recommended that this matter be deferred to the next meeting of the Official Traffic Commission in order that Supt. McRae may give a breakdown of the amount requested.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)14. Official Traffic Commission (cont'd)

Supt. McRae submitted the required breakdown in a communication dated March 8, 1972, however, on March 29th, the City Clerk advised the Commission that upon recommendation of its Finance Committee, a grant of up to \$2,800 for school safety patrols was approved subject to recommendation of the Official Traffic Commission.

Supt. McRae advised that they would keep within the amount of up to \$2,800 this year and suggested that the matter be reviewed again next year.

RECOMMENDED that the Official Traffic Commission approve the amount up to \$2,800 as authorized by the Vancouver City Council.

4. Modifications to School Patrol Signals

The City Engineer submitted the following report dated April 12, 1972:

"In 1968 Vancouver installed a number of school-patrol actuated signals of a type recommended by a Provincial Technical Committee on Uniformity of School Crosswalks, Signs and Signals. These devices are located at those school crossings on multi-laned streets where school patrols need assistance in providing adequate gaps in the traffic flow.

Difficulties have been experienced with motorists violating these devices and the Police Department requested that the signal head arrangement be reviewed. At these installations there is only one signal head, which is positioned horizontally, rather than vertically, so as to distinguish them from regular traffic signals. This horizontal arrangement appears to confuse motorists. Furthermore, motorists tend to watch the children gathered at the side of the road and their attention is drawn away from the overhead signal. If the patrol member is holding the children back at the curb, many motorists disregard the red signal indication and proceed through the intersection. As a result of this, the Police feel enforcement is difficult.

On checking with other municipalities and the Provincial Government we find that Vancouver is the only jurisdiction still using the device recommended by the technical committee. The other municipalities have followed the Provincial Government's lead in changing to a standard head arrangement, supplemented with School Crossing Signs.

We therefore propose to replace the existing horizontally-mounted signals with vertical heads and add an auxiliary, post-mounted signal on the far left corner of the intersection in both directions. This will provide a uniform arrangement of the signal heads and should improve the motorists' response. The basic operation of these signals will remain the same, i.e. they will continue to be operated only during the school crossing periods, and will still be actuated by members of the school patrol.

Of the six school-patrol actuated signals in the City, five will be modified as above, while one (Broadway and Brunswick) will not require a signal after the 1972 Spring term, since the school is being relocated. The five locations to be treated are:

1. Broadway and Lakewood
2. Cambie and 20th
3. Hastings and Skeena
4. Miller and Kingsway
5. Woodland and 1st

The cost of these modifications is estimated to be \$4,050.

In addition to the above, Council adopted a resolution on 7 March, 1972, that the patrol-actuated signal which was being installed at 49th and Tisdall be changed to a full pedestrian signal. Since funds had only been approved for a patrol signal, additional funds must now be allocated for the extra cost which was involved. The semi-actuated electronic controller, pedestrian heads, and additional signal heads resulted in an increased cost of \$3,600.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)14. Official Traffic Commission (cont'd)

It is therefore RECOMMENDED that \$4,050 be allocated from the Traffic Control Reserve Fund for the modification of the five school-patrol signals. It is further RECOMMENDED that \$3,600 be allocated from the Traffic Control Reserve Fund for the conversion of the school-patrol signal at 49th and Tisdall to a full pedestrian actuated signal. "

Mr. R. Boyes reviewed the foregoing report for the information of the Commission and it was

RECOMMENDED that the recommendations of the City Engineer contained in his report dated April 12, 1972, and quoted above, be adopted.

5. Bus Shelter, East Side Cambie Street  
North of 59th Avenue

In June, 1971, Mr. and Mrs. Deutch of 7470 Cambie Street complained about the bus shelter in front of their home as it was unsightly and obstructed their view. They requested its removal. On August 10, 1971, City Council adopted the recommendation of the Official Traffic Commission that the shelter be removed and that the matter be reviewed in six months time to determine if another shelter should be installed at this bus stop.

The City Engineer, in a report dated April 10, 1972, advised that during the 1971 Bus Shelter Installation Program, a shelter was installed at the next northbound stop on Cambie Street at 57th Avenue. This was not connected with the situation at 59th Avenue, but was based on requests from the many elderly tenants in the large, new garden apartment complex at this location and the continuing use of this bus stop generated by the Pearson Hospital. The usage of this bus shelter has been found to be satisfactory, and it appears to have attracted some Pearson Hospital patronage from the stop at 59th Avenue, following removal of the shelter there.

The stop at 59th Avenue continues to serve the Pearson Hospital, the Childrens' Hospital and two private hospitals in the area, over and above normal usage. Its total use is somewhat less than that of the stop at 57th Avenue and while both these stops have approximately twice the usage of other residential stops in the vicinity, such usage is noticeably less than that which occurs at most City transfer points.

The bus shelter policy is to give priority to installations at bus transfer points where the greatest use can be expected. Installations have and will continue to be made at housing projects or centres of public attraction, and the installation at 59th Avenue was of this nature. However, the greatest need in this vicinity now appears to have been met by the installation at 57th Avenue, (there has been only one request for replacing the shelter at 59th Avenue). As a result, this site would best be set aside at this time in favour of an installation at a transfer point or some other more heavily used location.

The City Engineer recommended that a bus shelter not be replaced at the bus stop on the east side of Cambie Street, north of 59th Avenue at this time.

It was

RECOMMENDED that the recommendation of the City Engineer contained in his report dated April 10, 1972, be adopted.

6. Parking Exemption Decals

The City Engineer submitted a report dated April 7, 1972, wherein the Special Committee re Parking Exemption Decals recommend that the following applications for handicapped persons for parking exemption permits be approved.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

14. Official Traffic Commission (continued)

- |  |  |
|--|--|
| Mr. David H. Chapman<br>6158 Commercial Drive<br>VANCOUVER 15, B. C. | Mr. Bruce S. Lloyd<br>4283 Hudson Street<br>VANCOUVER 9, B. C. |
| Mr. Barry W. Guillemin<br>1108 Sherman Avenue<br>BURNABY 2, B. C.    |  |

RECOMMENDED that the recommendation contained in the City Engineer's report dated April 7, 1972, re parking exemption decals be adopted.

7. Traffic Problem:  
Prior & Princess

The Chairman brought to the Committee's attention, a communication from the Strathcona Property Owners and Tenants Association dated April 19, 1972, wherein this organization requested either a pedestrian-vehicle grade separation or a pedestrian traffic signal and school patrol at the intersection of Prior and Princess due to the increased traffic since the installation and opening of the New Georgia Viaduct. The organization requested that they be permitted to appear as a delegation when this matter was being discussed.

The Superintendent of Traffic advised that he had been requested by this Association to investigate this intersection and his Department was currently reviewing the problem.

It was

RECOMMENDED that the communication from the Strathcona Property Owners and Tenants Association be referred to the City Engineer and Chief Constable for report to the next meeting of the Commission.

8. Traffic Problems: Rupert Street  
First Avenue to Pender Street

Alderman Linnell advised the Commission of a communication she had received from the Cassiar Ratepayers Association along with a petition from the 100 Rod and Gun Club respecting a traffic problem in the Cassiar-Rupert Diversion area and north on Rupert Street from First Avenue to Pender Street.

It was stated in this communication that the area is particularly dangerous to the children who are members of the 100 Rod and Gun Club and the Junior Achievement Club. The Association requested that they be permitted to appear as a delegation before the Commission when the matter is being considered.

The Superintendent of Traffic advised that he had been made aware of this problem and was investigating the matter.

It was

RECOMMENDED that the communication from the Cassiar Ratepayers Association together with the petition from the 100 Rod and Gun Club be referred to the City Engineer and Chief Constable for report to the next meeting of the Commission.



BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

15. Leave of Absence with Pay:  
Dr. S.J. Gallagher  
Dr. H. Nelson

MOVED by Alderman Bird,  
 THAT the following Board of Administration report dated May 26, 1972, be approved:

- CARRIED

' The Acting Director of Personnel Services reports as follows:

"The Canadian Public Health Association is holding its Annual Convention in Saskatoon from June 6th to 9th, 1972 inclusive and the City Medical Health Officer has requested that two members of the Health Department staff be given leave of absence with pay to attend as outlined below:

1. Dr. S.J. Gallagher, Acting Director of Dental Division

Dr. Gallagher has been invited to participate in two sessions during the convention dealing with "Innovative Projects in Health Care" particularly in the area of dental clinics concerning transient and alienated youths.  
 - Two Days leave of absence with pay, June 8th and 9th, 1972 -

2. Dr. H. Nelson, Public Health Educator

Dr. Nelson is the President of the B.C. Branch of the C.P.H.A. and as such is automatically a member of the Executive Council of the National body. Therefore, it is requested that Dr. Nelson be allowed four days leave of absence with pay from June 6th to 9th, 1972 inclusive in order to serve in his capacity as a member of the executive. Dr. Nelson's request for leave of absence with pay will be subject to the understanding that no such leave will be approved if he is still on strike during the four day period of the convention.

There will be no other costs to the City.

The City Medical Health Officer considers all matters on the agenda to be of vital interest and value to the City and the Health Department.

Since this request of the City Medical Health Officer meets the requirements of Personnel Regulation 45-7, I recommend that it be approved."

YOUR BOARD

RECOMMENDS that

- (1) Dr. S. J. Gallagher, Acting Director of the Dental Division be granted two (2) days leave of absence with pay for June 8th and 9th, 1972.
- (2) Dr. H. Nelson, Public Health Educator, be granted four (4) days leave of absence with pay from June 6th to 9th, 1972 inclusive providing he is no longer on strike during this period.
- (3) the foregoing recommendations of the Acting Director of Personnel Services be adopted.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)16. Local Initiative Projects:  
Continuation

MOVED by Alderman Sweeney,

THAT the following Board of Administration report dated May 29, 1972, be approved:

- CARRIED

The City Engineer reports:

"The Government of Canada, Department of Manpower and Immigration, has announced that it will continue to the end of September its support of certain Local Initiatives Projects which it feels have 'proven worthwhile in creating jobs and in providing a needed local service which improves the quality of life in the community'. All projects were originally to end at May 31st. Seven of the City's twenty-three projects are involved:

3B Works of Art and Music (L.I.P. 512 22)

Department of Social Planning/Community Development

This project commissions works of art -- paintings, sculpture, musical compositions and concerts -- from unemployed local artists.

5 Library Project (L.I.P. 512 18)

Vancouver Public Library

The project employs people in a multi-part exploration of library services and the needs and desires of the community, particularly for special and extended library services.

6B- Supervised Recreation (L.I.P. 512 20)

Parks and Public Recreation

This project employs people at Community Centres to provide leisure-time activities for older people, physical fitness and arts & crafts instruction, leadership in small community halls, and clerical and public information assistance.

7 Archives Project (L.I.P. 512 31)

City Clerk's Office - Archives

This project employs staff to inventory and catalogue documents so that their information will be available to the public and to civic departments.

11A Diversion and Recreation for Old People (L.I.P. 512 50)

Welfare and Rehabilitation

This project employs people to train and direct volunteers in a program of diversionary and recreational activities for senior citizens in boarding and intermediate-care homes.

11B Vocational Rehabilitation (L.I.P. 512 52)

Welfare and Rehabilitation

This project employs staff to counsel, assess and direct employable social allowance recipients to available and potential training or job opportunities.

19 'DARE' - Detention and Recreation Extension Program (L.I.P. 512 236)

Juvenile Detention Home

This project employs staff to provide a treatment-oriented program of recreation, hobbies, outings and informal lay-counselling for juveniles who have been or are coming before the Court or who are in the Juvenile Detention Home.

Under the Local Initiatives Program, the Government of Canada pays up to \$ 100 per week for wages and up to 17% for fringe benefits and other costs. Because of the level of staff required on some projects, there remains a relatively small part of the cost to be borne by the City:

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

16. Local Initiative Projects:  
Continuation (cont'd)

Project	Estimated Costs - June to Sept.		
	Total	City's Share	
		Amount	Percent
3B Works of Art and Music	\$ 69,500	\$ 4,000	6 %
5 Library Project	16,800	4,800	28 %
6B Supervised Recreation	66,000	-	-
7 Archives Project	11,800	2,300	19 %
11A Div'n & Rec'n for Old People	21,000	4,000	19 %
11B Vocational Rehabilitation	36,000	8,000	22 %
19 ' D.A.R.E. '	33,000	1,000	3 %
Totals	\$ 254,100	\$ 24,100	9½ %

I RECOMMEND, on behalf of the several Department Heads:

- (a) That continuation of the projects listed above be approved and the Department Heads be authorized to sign amended contracts with Canada Manpower; and
- (b) That \$ 24,100 for the City's share of the continuation be appropriated from Contingency Reserve."

Your Board RECOMMENDS that the foregoing recommendations of the City Engineer be adopted.

17A. Beautification Project  
Trounce Alley & Blood Alley Square

The Board of Administration under date of May 26, 1972, submitted the following report:

' The City Engineer reports as follows:

"INTRODUCTION

There are a number of items in connection with this project which are outstanding and must be resolved before the project can proceed. The following proposals are presented to Council for Consideration in order to expedite completion of the project.

1. Council has resolved that the Director of Planning and the City Engineer select a consultant to prepare a conceptual design. The normal sequence would be appointment of consultants, presentation and approval of conceptual design, detailed design, estimates and then the local improvement steps, followed by construction. It is proposed, however, that the local improvement steps be begun as soon as possible, using estimates based on the present general concept (described below). This will restrict the design freedom of the Director of Planning and the consultants in that the present general concept will have to be preserved and in that a firm limit will have been placed on the cost. (Once the local improvement procedure has been started and the estimated property owners' share of the cost published, this amount cannot, under the Charter, be exceeded by more than ten percent.) Any excess would be a grant by the City and would not conform with Council's resolution that the work be carried out under the local improvement procedure.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)17A. Beautification Project -  
Trounce Alley & Blood Alley Square (cont'd)

2. Council has directed that any cost of undergrounding the wires (about \$60,000) should be a part of the local improvement project and has requested the Director of Planning to review the overhead wiring with B.C. Hydro and B.C. Telephone and the local residents and to report back. Since that time the Provincial Power and Telephone Line Beautification Program has been announced. It is proposed, therefore, that the matter of undergrounding be deleted from the Trounce and Blood Alleys project and dealt with under the other program. Actual construction, of course, would still be coordinated. This program would still be carried out on a local improvement basis but the undergrounding cost would be shared by the Provincial Government and B.C. Hydro, if approved. It should be noted, however, that the application for, approval of, design and construction of the undergrounding will require some time, and paving of Blood and Trounce Alleys must await completion of these.
3. Council directed that Federal and Provincial sharing of the Blood Alley Square improvement on a 1/3:1/3:1/3 basis be sought. Senior Government participation is being requested by the Director of Planning but no response is expected for some time. It is proposed that the City proceed on the assumption of no Senior Government contributions. If such contributions are made later, the property owners can be given relief on the Local Improvement charges accordingly. Alternatively, Senior Government contributions could apply to other beautification projects such as Phase II of the East Gastown Project. The Director of Planning prefers this.
4. This report includes proposals -
  - regarding the basis of cost-sharing between the City and the property owners and the basis of distributing the property owners' share among the properties. This report also describes the present general concept for the improvements and gives preliminary estimates of the cost;
  - regarding the restriction of vehicular access;

Three departmental reports in respect to the Trounce and Blood Alley project also accompany this report:

- from the Director of Planning and the City Engineer regarding the selection of a consultant;
- from the Corporation Counsel on the legal aspects of the local improvement charges and their impact on the Stanley-New Fountain Hotel development, particularly in connection with Council's query as to the effect on the residential tenants;
- from the City Engineer regarding the undergrounding in Trounce Alley under the new Provincial assistance program for beautification.

NATURE OF THE WORK

Trounce Alley is proposed to be resurfaced with brick similar to that being installed in Maple Tree Square, for its full width and from Carrall Street to a point opposite the westerly side of Blood Alley Square.

Blood Alley Square is proposed to be paved with brick on a P.C. concrete base. The proposal includes some form of barrier along the northerly side (abutting Trounce Alley), trees and other planting, and probably benches and/or other furniture and details. Details will be worked out by the Director of Planning and the consultants within the cost limitations.

## BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

17A. Beautification Project -  
Trounce Alley & Blood Alley Square (cont'd)

Lighting is to be installed to serve both Blood Alley Square and Trounce Alley.

COST SHARING

Council, on 15 February 1972, adopted (inter alia) the following recommendations of the Standing Committee of Council on Planning and Development:

'...that the funding.....be on the following basis:

- (a) By beautification formulae local improvement (approximately 1/3 City - 2/3 property owners) with respect to Trounce Alley including any undergrounding costs with the Stanley and New Fountain Hotel development being levied as an abutting owner off the lane, and
- (b) By beautification formulae local improvement (approximately 1/3 City - 2/3 property owners) with respect to Blood Alley Square, but that Federal/Provincial/Municipal cost-sharing .....be sought.....'

The 'beautification formulae' in the recommendation quoted above is that proposed for the East Gastown Beautification in a Board of Administration report dated 15 July 1971. Under this the City would pay:

- (a) The cost of the base to receive the brick surfacing. (In Trounce Alley this would be the cost of repairing or renewing the existing base.)
- (b) Fifteen percent of the lighting cost.
- (c) Flankage and other usual reliefs.

It is proposed that the property owners' share of the costs be assessed on a frontage basis as follows:

(a) The owners' share of the cost of Trounce Alley against:

- i. The north side of Trounce Alley from Carrall Street to a point opposite the west side of Blood Alley Square, with relief given to one oddly-shaped parcel;
- ii. The south side of Trounce Alley from Carrall Street to the east side of Blood Alley Square; and
- iii. The south side of Blood Alley Square;

(all of this footage (i., ii., & iii.) to pay the same rate per foot).

(b) The owners' share of the cost of Blood Alley Square against:

- i. The east, south and west sides of Blood Alley Square with 25% flankage relief given to one parcel which abuts both Blood and Trounce Alleys;
- ii. The north side of Trounce Alley from a point opposite the west side of Blood Alley Square to a point opposite the east side of Blood Alley Square; and
- iii. Both sides of Trounce Alley from the east side of Blood Alley Square to Carrall Street, with relief given to one oddly-shaped parcel;

(all of this footage (i., ii., & iii.) to pay the same rate per foot).

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

17A. Beautification Project -  
Trounce Alley & Blood Alley Square (cont'd)

- (c) The owners' share of the cost of lighting to be divided between Trounce Alley and Blood Alley Square in proportion to their areas and the two parts assessed in (a) and (b).

These proposals are illustrated by the accompanying sketch.

It should be noted that, while the sharing of costs is discussed in three parts, the whole of the work will be a single local improvement project.

CONTINUING COSTS

It is proposed that the costs of maintaining and cleaning Trounce Alley be borne by the City-at-large, as in any other lane, but that the following costs peculiar to the special development of Blood Alley Square be assessed against the benefited properties:

- (a) The cost of maintaining the trees and other planting.
- (b) The cost of maintaining the benches and other furniture or details.
- (c) The cost of cleaning Blood Alley Square, and
- (d) That part of the cost of cleaning, maintaining and supplying power for the lighting which is assigned to Blood Alley Square in proportion to its area.

These costs would be assessed to the parcels in the same proportion as the property owners' share of the capital coat (as is done on the Collective Parking Projects.)

INCOME

It has been suggested that some parts of Blood Alley Square might be used for sidewalk cafes or other such developments. Any income from such arrangements, beyond any direct costs arising, could be applied first against the continuing costs assessable to the properties and then against the annual assessments for capital cost.

COST ESTIMATES

Note: The following are preliminary estimates, but are accurate enough to give scale to Council's consideration of this report.

<u>Trounce Alley</u>	\$ 30,000
<u>Blood Alley Square</u> - paving	\$ 51,000
- planting etc.	\$ 3,000
	<hr/>
	\$ 54,000
<u>Lighting</u>	\$ 6,000
	<hr/>
Total	\$ 90,000
	<hr/>

<u>Property owners' rate per foot - and annual rate per foot (15 years)</u>		
for <u>Trounce Alley</u> (incl.lighting)	\$49.90/ft.-	\$ 6.20/ft.yr.
for <u>Blood Alley</u> (incl.lighting)	\$73.30/ft.-	\$ 9.10/ft.yr.
Total rate	<hr/>	<hr/>
	\$123.20/ft.	\$15.30/ft.yr.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)17A. Beautification Project -  
Trounce Alley & Blood Alley Square (cont'd)

City's share of cost    \$ 20,700    (23%)

P.O.'s share of cost    \$ 69,300    (77%)

Continuing Costs

Property Owners' (additional) annual rate per foot \$1.00/ft/yr

Income

There is no estimate of the possible income.

PROCEDURE

A by-law will be needed to prescribe the basis on which the costs of this project are to be assessed.

As has been done in the other beautification projects, it is proposed that the local improvement be advanced on the initiative of the City, rather than by having a petition circulated among the owners.

TRAFFIC CONSIDERATIONS

The original proposals for development of Blood and Trounce Alleys included restriction of vehicular traffic in these areas. The following deals with this matter.

At the present time there are approximately 50 business establishments in the City block bounded by Water, Abbott, Cordova and Carrall Streets, in which Trounce Alley and Blood Alley Square are situated. The majority of these businesses are small specialty-type shops whose truck loading requirements are light and can

generally be served from loading zones on the surrounding streets. Since these retail establishments would benefit from the creation of a pedestrian mall in Blood Alley, they are generally in favour of an arrangement whereby vehicular traffic is prohibited in the lane (Trounce Alley) during the afternoon and evening periods of peak pedestrian activity.

However, there are six wholesale distributing companies located in this block west of the portion to be developed as Blood Alley Square, all of which require loading access from this lane. These firms have advised that the nature of their business is such that access for trucks to their loading facilities must be maintained throughout the working day. Most of them cannot make use of the on-street loading zones on the surrounding streets since their warehouse facilities are adjacent to the lane and their deliveries cannot be accommodated through the front door from the street because of their size and frequency.

Field checks taken by the Engineering Department substantiate these loading requirements. Although the trucking activity in the lane is most intense between 1:30 p.m. and 3:30 p.m., it occurs throughout the day with a total of over 110 deliveries during a typical weak day (9:00 a.m. to 5:00 p.m.).

In view of the truck loading needs of the wholesale distributing firms it is felt that as an initial arrangement, vehicular access to Trounce Alley should be maintained during the entire working day. Since these wholesale companies are closed evenings, weekends and statutory holidays, they have agreed that vehicular access can be prohibited on weekends and holidays and after 5:30 p.m. on weekdays, which include the periods of greatest pedestrian activity in Trounce Alley.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)17A. Beautification Project -  
Trounce Alley & Blood Alley Square (cont'd)

Although pedestrian use on weekdays is very light in the morning, it increases around the lunch hour and mid-afternoon. Accordingly, it is felt appropriate to prohibit trucks from stopping in Trounce Alley between Carrall Street and the westerly boundary of Blood Alley Square after 11:00 a.m. on weekdays. The retail establishments in this area would, therefore, be able to receive truck deliveries from the lane in the morning only, and any deliveries after 11:00 a.m. would have to be made from loading zones on the surrounding streets.

In summary, it is proposed that vehicular traffic be prohibited in Trounce Alley on weekends and holidays, and from 5:30 p.m. to midnight on weekdays, and that stopping of vehicles be prohibited in Trounce Alley between Carrall Street and the westerly boundary of Blood Alley Square from 11:00 a.m. to 5:30 p.m. on weekdays.

These regulations would be implemented under the City Engineer's authority. Furthermore, the regulations and loading arrangements would be reviewed after they have been in operation for some time to determine if some change is needed.

CONSIDERATION

The following proposals are submitted for Council CONSIDERATION in order to expedite the project:

1. That undergrounding be divorced from this project and dealt with under the new program involving Provincial assistance for beautification.
2. That the City proceed without waiting for a decision on Senior Government contributions to the Blood Alley Square improvements.
3. That traffic be restricted as set out under "Traffic Considerations" above.
4. That Local Improvement steps proceed without waiting for the conceptual and detailed designs.
5. That the bases for determining the City's share and for assessing the property owners' share of the cost of the projects be as set out under "Cost Sharing" above.
6. That certain costs as set out under "Continuing Costs" above be assessed against the benefited properties in addition to their share of the capital costs.
7. That the Corporation Counsel be requested to prepare the necessary by-law; and
8. That the City Engineer be authorized to advance a local improvement project for the beautification of Trounce Alley and Blood Alley Square 'on the Initiative'. "

Your Board submits the above proposals for Council CONSIDERATION. '

In considering this report, the Council noted a communication from Cordova Redevelopment Corp. Ltd. dated February 7, 1972, commenting respecting renovation and improvement costs for Trounce and Blood Alley Square, and the share of the abutting owners in connection therewith.



BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

17A. Beautification Project -  
Trounce Alley & Blood Alley Square (cont'd)

Action was taken as follows on the foregoing items (1) to (8)  
submitted for consideration:

Item (1)

MOVED by Alderman Adams,  
THAT this item be approved.

- CARRIED

Item (2)

MOVED by Alderman Linnell,  
THAT this item be approved, on the understanding however, that if  
and when such contributions are received from the senior governments,  
such be applied to other beautification projects such as Phase 2 of  
the East Gastown projects.

- CARRIED

Item (3)

MOVED by Alderman Linnell,  
THAT this item be approved.

- CARRIED

Item (4)

MOVED by Alderman Linnell,  
THAT this item be approved.

- CARRIED

Item (5)

MOVED by Alderman Sweeney,  
THAT this item be approved.

- CARRIED

Item (6)

MOVED by Alderman Sweeney,  
THAT this item be approved.

- CARRIED

Item (7)

MOVED by Alderman Sweeney,  
THAT this item be approved.

- CARRIED

Item (8)

MOVED by Alderman Sweeney,  
THAT this item be approved.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)17B. Undergrounding Utility Wires in  
Trounce Alley Between Carrall Street  
and the Westerly End of Blood Alley

The Board of Administration submitted the following report under dated of May 26, 1972:

' The City Engineer reports as follows:

"On February 15, 1972, City Council approved the recommendations

- (a) that the funding for the improvements including any undergrounding be on the beautification formula local improvement basis, and
- (b) that the Director of Planning and Civic Development review the overhead wiring in Trounce Alley with the Utility Companies and the local residents.

The Provincial Government passed the 'Power and Telephone Beautification Fund Act' during March, 1972. The Act provides that the cost of undergrounding would be shared equally among the Provincial Government, the Utility and the City on all approved projects. Construction on these projects must be commenced during 1972. An application for undergrounding in Trounce Alley will be made to the Provincial Government for cost sharing under the Act as soon as the final detailed estimates have been received from the Utility Company.

It should be noted that the proposed undergrounding project in Trounce Alley between Carrall Street and the west boundary of Blood Alley Square will not remove the existing 'H' Frame at Carrall Street. It will remain temporarily until Phase II of the Gastown Beautification Project is undertaken. The estimated total cost of this work is \$60,000 (to be confirmed).

The alternative of not undergrounding but attaching all wiring to brackets mounted on the buildings was discussed with the Utility Companies and one of the owners (Mr. Killam). Mr. Killam did not consider this alternative acceptable but he agreed that as an alternative the telephone wires could be attached to the buildings although he preferred undergrounding. The estimated total cost of undergrounding the electrical wires and mounting the telephone wires on the buildings is \$49,000 (to be confirmed).

I RECOMMEND that:

1. City Council select one of the following alternative improvement projects for undergrounding utility wires in Trounce Alley from Carrall Street to the west boundary of Blood Alley Square:
  - (a) Underground both B.C. Hydro and B.C. Telephone wires at an estimated total cost of \$60,000 (estimated City share \$20,000);
  - (b) Underground the B.C. Hydro wires and mount the B.C. Telephone wires on the buildings at an estimated total cost of \$49,000 (estimated City share \$18,000);
2. the City Engineer be authorized to advance the project selected by City Council as a Local Improvement Project."

Your Board RECOMMENDS the foregoing report of the City Engineer be adopted.'

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

17B. Undergrounding Utility Wires in  
Trounce Alley between Carrall St.  
and the Westerly end of Blood Alley (cont'd)

MOVED by Alderman Bird,

THAT the foregoing recommendations 1(a) and 2 of the Board of Administration and City Engineer be approved.

- CARRIED

17C. Development of Blood and  
Trounce Alleys

The Board of Administration under date of May 29th, 1972 submitted the following report:

'On 15 February 1972 Council adopted the report of the Standing Committee on Planning and Development dealing with the above project. Included in the recommendations were:

"(d) that the Corporation Counsel report back on the legal aspect of the local improvement costs."

The Corporation Counsel reports as follows:-

"The 'Vancouver Charter' does not permit the City to levy local improvement taxes against the commercial element of the Stanley/New Fountain development only: such taxes must be levied against the entire parcel benefited by the local improvement project, including the low income housing element.

The lease of the low income housing element of the Stanley/New Fountain development requires that the Stanley and New Fountain Residential Society reimburse the owners for a share of local improvement taxes levied against the development.

If Council wishes to compensate the Residential Society for additional amounts which it has had to pay by reason of the imposition of local improvement taxes on the above development, Council could make a grant to the Society pursuant to section 206 of the 'Vancouver Charter' equal to its share of such taxes."

Your Board submits the foregoing report for CONSIDERATION.'

In connection with this matter, the Council received a communication from the Gastown Residence asking an opportunity to appear, and expressing concern regarding local improvement sharing.

MOVED by Alderman Phillips,

THAT the Stanley and New Fountain Residential Society be advised, the City Council deems the organization to be qualified for a grant under Section 206(j) of the Vancouver Charter with respect to the Society's share of the local improvement beautification charges imposed upon it by the terms of its lease of the residential portion of its premises.

AND FURTHER, the Society be advised to make an application annually for such grant during the life of said charges and upon receipt of notice thereof.

- CARRIED

MOVED by Alderman Phillips,

THAT if the delegation still wishes to appear before Council, an opportunity be given.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

18. Hastings Street Beautification:  
Pioneer Place

The Board of Administration under date of May 24, 1972, submitted the following report:

'BACKGROUND

On February 15, 1972, Council approved the Hastings Street Beautification project, subject to reports back on (1) Areaways and Mid-Block crossings, and (2) a redesign of Pioneer Place.

On March 28, 1972, Council adopted the report of the Board of Administration, dated March 15, 1972, dealing with areaways and mid-block crossings, and on the same date (following a delegation from I.D.E.A.S. which advised that the merchants affected by Hastings Street Beautification, Cambie to Carrall Streets, were not in favour of this program proceeding unless the renovation of Pioneer Place program proceeded at the same time) passed a motion that the whole matter be sent to a Committee of Council to meet with the affected merchants in an endeavour to find a more satisfactory arrangement to the proposal set out in the report.

The Special Committee of Council met with representatives of the Hastings Street Merchants on April 10, 1972. Their recommendations were presented to and adopted by Council on April 18, 1972. In addition, Council requested the Board of Administration to report in regard to implementation of the recommendations in the Special Committee Report.

Your Board reports as follows:

RECOMMENDATION (A) OF SPECIAL COMMITTEE

Alterations to the features of Pioneer Place (to proceed concurrently with the Hastings Street Beautification Program) - consisting of:

- (1) elimination of all benches,
- (2) removal of the planter walls thus leaving a flat surface at sidewalk grade,
- (3) lowering and replanting of existing trees or planter areas at sidewalk elevation.

The normal procedure for such changes would be for the City Engineer to arrange for funds and for the Park Board to do the actual landscaping work. The City Engineer has approached the Park Board on this basis but the Board is not prepared to carry out the work. On April 24, 1972, the Park Board regularly moved and seconded:

"That the Board reiterate their long standing request to City Council that Pioneer Place be officially turned over to the care, custody and management of the Board and strongly object to any change in the area and removal of seating."

Historically, Pioneer Place was purchased from the C.P.R. in 1937 and has remained in the care and custody of the City Engineer since that time. It is maintained by the Park Board to the City Engineer's account.

The Engineering Department cannot do the landscaping work itself so the firm of Jeckway Landscaping Ltd. has been approached for a quotation for the work recommended by the Special Committee of Council. This firm's work is known as they are presently engaged on the landscaping for the new Georgia Viaduct. Jeckway Landscaping Ltd.'s estimate plus normal City overheads for the work totals \$4,000 for the landscaping portion. Jeckway Landscaping Ltd. advise that lowering of trees should be done in the fall otherwise there is only a 10% chance of the trees surviving.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

18. Hastings Street Beautification:  
Pioneer Place (cont'd)

RECOMMENDATION (B) OF SPECIAL COMMITTEE

The sidewalk, on the outer perimeter only, to be a continuation of the same material as will be used in the beautification program. The sidewalk will extend along Hastings north on west side of Carrall Street to the lane.

Sidewalks for the Hastings Street Beautification project consist of standard P.C. walks with a brick strip adjacent to the curb. This, then, is the treatment that will be continued around Pioneer Place and north on the west side of Carrall Street to the lane. Two properties with frontage on Carrall Street will share in the cost.

The estimated cost of this work is:

City share - \$8,750  
P.O. share - \$1,250

The estimates are based on the work being done to the sidewalk in its present alignment, and do not allow for any reconstruction of pavement in the Square itself nor on the south side of Hastings Street.

The City Engineer is prepared to proceed with the local improvement aspects of the Hastings Street Beautification Project including the walk around Pioneer Place when design and assessment staff return. The landscaping portion of Pioneer Place could proceed immediately if Council wished to do so as a gesture of good faith by the City. There is a high risk that the trees would not survive due to the season of year. Council should also be aware, however, that although the Hastings Street merchants have agreed to proceed with the project, provided Pioneer Place is included, they will still have the opportunity to defeat the local improvement, even though the Pioneer Place renovations will have been undertaken by the City.

The City has now completed the last part of the preliminary work for the beautification project. Further work of implementation (e.g. - detailed plans, local improvement procedures, etc.) cannot proceed until after the Civic strike is over. Should Council approve the project as described, implementation can proceed after the Civic staffs return.

CONSIDERATION

The following proposals are submitted for Council consideration:

- (a) That the lowering of trees, removal of walls and seats and other landscaping work be carried out by Jeckway Landscaping Ltd.
- (b) That Council decide whether to proceed with the landscaping work immediately or in the fall.
- (c) That \$14,000 be appropriated from beautification funds for renovation of Pioneer Place (formerly \$54,700).
- (d) That the City Engineer be instructed to proceed with the local improvement portion of the beautification including sidewalks and curbs around Pioneer Place.

- City costs, including sidewalks, curbs, mid-block crossing	\$ 41,000
- Merchants' costs	<u>\$ 93,500</u>
TOTAL COST	\$134,500

City costs chargeable to beautification funds.

- (e) That the Corporation Counsel be instructed to prepare a by-law for the provision of awnings by local improvement procedure. All costs chargeable to property owners.
- Your Board submits the matter to Council for CONSIDERATION.'

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

18. Hastings Street Beautification:  
Pioneer Place (cont'd)

The Council took action on the consideration items in the foregoing report as follows:

MOVED by Alderman Adams,  
THAT item (a) be approved.

- LOST

A recorded vote was requested, and the record therefore, is as follows:

FOR THE MOTION

AGAINST THE MOTION

Alderman Adams  
Alderman Sweeney  
Mayor  
Alderman Bird

Alderman Hardwick  
Alderman Rankin  
Alderman Linnell  
Alderman Phillips  
Alderman Calder

The motion was declared lost.

MOVED by Alderman Adams,  
THAT with respect to item (b), the Council proceed with the landscaping work.

- LOST

A recorded vote was requested, and the record therefore, is as follows:

FOR THE MOTION

AGAINST THE MOTION

Alderman Adams  
Alderman Sweeney  
Alderman Bird  
Mayor

Alderman Hardwick  
Alderman Rankin  
Alderman Linnell  
Alderman Phillips  
Alderman Calder

The motion was declared lost.

MOVED by Alderman Adams,  
THAT item (c) be approved.

- LOST

A recorded vote was requested, and the record therefore, is as follows:

FOR THE MOTION

AGAINST THE MOTION

Alderman Bird  
Alderman Sweeney  
Mayor  
Alderman Adams

Alderman Phillips  
Alderman Calder  
Alderman Hardwick  
Alderman Rankin  
Alderman Linnell

The motion was declared lost.

MOVED by Alderman Calder,  
THAT items (d) and (e) be approved.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

18. Hastings Street Beautification:  
Pioneer Place (cont'd)

MOVED by Alderman Sweeney,

THAT a Committee be struck, comprising Alderman Rankin, Alderman Linnell and Alderman Phillips, to meet with the affected merchants to consider this whole matter further.

Notice was Called and Recognized by the Chair.

COMMUNICATIONS (continued)

7. 1974 Grey Cup Pageant

Alderman Sweeney submitted a communication dated May 29th, advising that the Canadian Football League will be selecting the site at its next meeting for the 1974 Grey Cup Pageant. The Alderman recommends the Council extend an invitation to hold this Grey Cup game in Vancouver in 1974. After due consideration, it was

MOVED by Alderman Sweeney,

THAT an invitation be extended to the Commissioner of the Canadian Football League to hold the 1974 Grey Cup Pageant in the City of Vancouver.

(notice)

Notice was Called and Recognized by the Chair.

COMMITTEE OF THE WHOLE

MOVED by Alderman Bird,

THAT the Committee of the Whole rise and report.

- CARRIED

MOVED by Alderman Bird,

SECONDED by Alderman Adams,

THAT the report of the Committee of the Whole be adopted.

- CARRIED

BY-LAWS

BY-LAW:

FAIRVIEW REZONING

MOVED by Alderman Hardwick,

SECONDED by Alderman Rankin,

THAT leave be given to introduce a By-law to amend By-law # 3575 being the Zoning and Development By-law, and the By-law be read a first time.

- CARRIED

MOVED by Alderman Hardwick,

SECONDED by Alderman Rankin,

THAT the By-law be read a second time.

- CARRIED

MOVED by Alderman Hardwick,

SECONDED by Alderman Rankin,

THAT Council do resolve itself into Committee of the Whole to consider and report on the By-law, His Worship the Mayor in the Chair.

- CARRIED

BY-LAWS (continued)

BY-LAW:  
FAIRVIEW REZONING (cont'd)

The Corporation Counsel orally explained the By-law provisions, as time did not permit copies to be furnished to members of Council, since the Council action on the subject earlier in the day.

MOVED by Alderman Hardwick,  
THAT the Committee of the Whole rise and report.

- CARRIED

The Committee then rose and reported the By-law complete.

MOVED by Alderman Hardwick,  
SECONDED by Alderman Broome,  
THAT the report of the Committee of the Whole be adopted.

- CARRIED

MOVED by Alderman Hardwick,  
SECONDED by Alderman Rankin,  
THAT the By-law be read a third time and the Mayor and City Clerk be authorized to sign same and affix thereto the Corporate Seal.

- CARRIED

(The By-law received three readings.)

MOTIONS

1. Vanier Park Launching Ramp:  
False Creek

At the meeting of Council on May 16th, 1972, notice was given on the following motion, which now is put as follows:

MOVED by Alderman Broome,  
SECONDED by Alderman Hardwick,  
THAT the Deputy Mayor write to the Park Board, requesting that Board to report to Council in explanation of the launching fee for use of the Vanier Park launching ramp in False Creek.

- CARRIED

2. Management of the  
West End Community Centre

MOVED by Alderman Linnell,  
THAT the Director of Social Planning and Community Development initiate meetings with Federal representatives such as Central Mortgage and Housing Corporation, Provincial representatives, representatives of the City such as Health and Welfare and Rehabilitation, private organizations such as Gordon House, Legal Aid, Victorian Order of Nurses, West End Community organization, and any other organizations, to look into the management of the West End Community Centre.

(notice)

Notice was Called and Recognized by the Chair.



ENQUIRIES AND OTHER MATTERS

Alderman Adams:  
1972 Election for Office

informed Council that in respect of the 1972 elections, he would not be a candidate.

Alderman Bird:  
Broadway West Beautification  
Program

referred to a communication dated May 24, 1972, from a Committee of the Kitsilano Chamber of Commerce respecting Broadway West beautification, objecting to any action to commence beautification local improvements in Broadway West until beautification plans are final.

His Worship directed the communication be forwarded to the City Engineer for a appropriate reply to the Broadway West Committee.

Alderman Bird:  
Shacks in Area Bounded by  
Jackson, Pender, Keefer  
and Dunlevy

referred to communication dated May 24, 1972 from principal of Lord Strathcona Elementary School, expressing concern because of nefarious uses of shacks on the property in the area bounded by Jackson, Pender, Keefer and Dunlevy. Particular concern is shown for children using the property.

His Worship directed the communication to the appropriate Department for suitable reply.

Alderman Phillips:  
Oral Report re C.F.M.M.  
Conference

reported orally as follows, as result of attending the Canadian Federation of Mayors and Municipalities' Conference:

(a) 38 Acres: Jericho

The Federal authorities will not grant or lease for a nominal sum, the 38 acres of Jericho, but will sell the property, the basis of which was detailed by the Alderman.

Alderman Phillips requested Alderman Bird arrange for the Committee that proceeded to Ottawa to meet with the Greater Vancouver Regional District, with a view to the whole park area being considered a regional park, and negotiate on this basis with the Federal authorities

(b) Tri-Level Interim Planning Committee

Referred to proposed Tri-Level Conference to be held in November.

(c) Revenue Sharing

Referred to a report respecting revenue sharing which subject will be considered at the forthcoming Tri-Level Conference.

The Council recessed at approximately 4:00 p.m.

\* \* \* \* \*

The foregoing are Minutes of a Regular Council meeting  
dated May 30, 1972, adopted on June 6, 1972.

  
MAYOR

  
CITY CLERK